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OCTOBER 1955

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Now! Turn Your Waste Gas Into SUPER POWER!

IT'S TRUE! Now you can get the breath-taking acceleration . . . jack-rabbit starts . . . blazing new power that you've dreamed about for years—simply by harnessing the raw, unburnt gasoline that your engine is wasting today!

You can get performance from your present car that will make your friends gasp with astonishment—and you can save \$25, \$50, even \$75 a year on gas bills alone doing it!

Yes! You, yourself can fit this amazing GASOLINE ATOMIZER on to your car in as little as 20 easy minutes! And it is guaranteed to pay you back your full purchase price, in gas savings alone, in the first 3 to 4 short months that you use it. Here's why:

By RICHARD JOHNS

Mr. Car Owner! How would you like to have the driving thrill of your life next weekend?

Picture this yourself! Next weekend you go down to your car—the same tired car that you've been driving for years. You've made only one simple change to that car, so easy that your 16-year-old son could do it! But now, when you turn on the ignition, a modern miracle of engineering science comes to life under your hood!

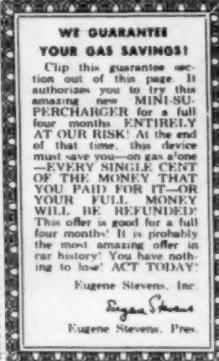
From the very first moment, you'll see and feel the difference in that engine. That engine will hum with new, throbbing power. When you release the emergency brake, your car will glide out of its parking space . . . roll down the street with your foot hardly touching the pedal. Every 30 or 40 seconds, you'll give that car an extra shot of gas . . . feeling it spurt ahead . . . testing the new power that's singing underneath your foot!

We ask you to pull up to another car at the stop light, of approximately the same year and make as your own! Wait until the light changes from red to green. Let the other car start first. Wait till the other car gets half way across the street. And then slam your foot down on the gas pedal!

Before that other car has even crossed the street, you will have caught up with him. For one brief second, you and that other car will race fender to fender. And then you will flash away from him . . . you will leave him a full block behind . . . you will look in your rear view mirror and see the startled look of amazement in the other driver's eyes!

TEST THIS NEW
POWER A HUNDRED
DIFFERENT WAYS!

But this is just the beginning! Test this equipment for one full



month—entirely on our risk! Test it on the highway! Use it to flash away from other cars . . . spur up the steepest hills . . . actually pass other cars in 2, 4, 6 and even 8 seconds LESS than you could have done formerly!

Test this equipment in long-range driving! See the enormous gas savings it gives you at high speeds! Prove to yourself that at 50 . . . 60 . . . even 70 miles an hour, your foot is still half-way up on the pedal—you still have all the reserve power you need to get out of any emergency on the highway!

Yes, and test this equipment in stop-and-go city driving! Prove to yourself that it gives you the instant acceleration you need to get out in front of the crowd . . . with far less gas than you're using today! Prove to yourself that it can actually save you \$25 to \$50 to \$75 on your gas bills every single year . . . that it actually pays back its full cost, in gas savings alone, during the first three or four months—or your full money back!

HOW DOES THIS PRODUCT GIVE YOU SUCH TREMENDOUS NEW POWER?

And you get all this performance—and more—from a small, polished machine of bronze and aluminum that you can hold in your hand! Here's why:

Gasoline in its liquid form is

FREE!

UP TO \$3 RETAIL VALUE! UP TO 2 TO 4 MILES MORE PER GALLON INSTANTLY, SAY THOUSANDS OF USERS.

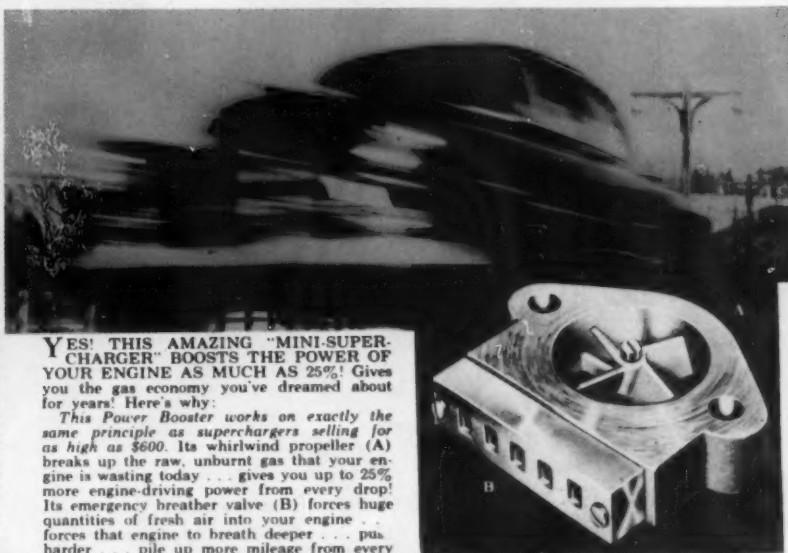
THIS is probably the most widely sold piece of automotive equipment in the world! OVER HALF A MILLION DRIVERS have paid up to \$3 a set to put these amazing Air Bleed Needles on their cars! But we bought out an entire factory at a sacrifice price! For this one investment, only we can offer you these same needles as a FREE gift, even if you return the MINI-SUPERCHARGER!

They fit onto the carburetor of your car where they replace the standard idle adjustment screws. If you have a six-cylinder car, then you will need only one of the Air Bleed Needles (regular retail price \$1.50). If you have an eight-cylinder car, then you will need two needles (regular retail price—\$3.00). In either case, you simply unscrew the old needle and put in the new. THAT'S ALL THERE IS TO IT! Even if you don't load up under your hood before you do it in 60 seconds . . . without touching a tool, without even getting your hands dirty!



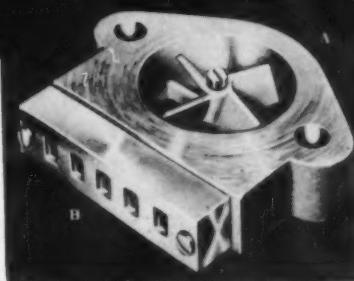
REMEMBER, THIS IS PROBABLY YOUR ONLY CHANCE TO GET THESE AMAZING AIR BLEED NEEDLES AS A FREE GIFT—if it is worth as much as \$3 to you—and a gift that is yours to keep! Just return the MINI-SUPERCHARGER!

But you must act today! Our supply is limited! We can make this offer only this one time in this magazine! Simply send us the make and year of your car, and this gift is yours! BUT ACT TODAY!



YES! THIS AMAZING "MINI-SUPERCHARGER" BOOSTS THE POWER OF YOUR ENGINE AS MUCH AS 25%! Gives you the gas economy you've dreamed about for years! Here's why:

This Power Booster works on exactly the same principle as superchargers selling for as high as \$600. Its whirlwind propeller (A) breaks up the raw, unburnt gas that your engine is wasting today . . . gives you up to 25% more engine-driving power from every drop! Its emergency breather valve (B) forces huge quantities of fresh air into your engine . . . forces that engine to breath deeper . . . pushes harder . . . pile up more mileage from every gallon you buy! It gives you A TREMENDOUS NEW BURST OF MONEY-SAVING POWER, just when you need it most—when you flash away from traffic . . . shoot up steep hills . . . pick up speed on the open highway!



wonder dozens of leading car magazines call this the "money-saving discovery of the year." Test this amazing gas-saver yourself—without risking a penny! THE THRILLING FACTS ARE ON THIS PAGE!

not explosive. If you accidentally drop a lit match into a bucket full of gasoline, the chances are 10 to 1 that that gasoline will actually put out that match. But simply mix that same bucket full of gas with the proper amount of air, and you will have enough explosive power to drive a ten ton truck!

The main purpose of this machine is to SUPER-MIX . . . SUPER-VAPORIZES . . . SUPER-ATOMIZE your gas in exactly that way! To squeeze the hidden power out of that gas! To mix that gas with much greater volumes of air! To make that gas more explosive in the engine of your car!

No wonder men have paid up to \$600 for Superchargers! What we are offering you on this page is a MINI-SUPERCHARGER—easier to install—less expensive! But still the only power product you can buy with all these tremendous advantages:

1. You can install it yourself, in just 30 minutes, even if you never picked up a tool before

MINI-SUPERCHARGER PRICE LIST

Buick	All Models	\$11.95
Cadillac	All Models	11.95
Chevrolet	All Models	9.95
Chrysler	Six's and Eight's up to 1949	9.95
	All Eight's after '49	11.95
DeSoto	All Six's	9.95
	All Eight's	11.95
Dodge	All Six's to 1951	9.95
	All Eight's to 1953	11.95
	and all Eight's after '53	11.95
Ford	All Six's to 1953	11.95
	All Six's after 1953	11.95
	and all Eight's	11.95
Hudson	Pacer '50-'51-'52	9.95
Hupmobile	Hornet '51-'52-'53	9.95
Kaiser & Frazer	All other Models	11.95
Kaiser & Frazer	All Models thru '48	9.95
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Lincoln	All Models	11.95
Nash	Six's '39 thru '51	9.95
	Six's '52 thru '53	11.95
	and all Eight's	11.95
Oldsmobile	Six's '29 thru '31	9.95
Oldsmobile	All Six's after 1951	11.95
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Mercury	All Models	11.95
Plymouth	All Models	11.95
	All Six's	9.95
Pontiac	Six's '39 thru '53	9.95
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	and all Eight's	11.95
Studebaker	Eight's '51 thru '55	11.95
Studebaker	All Six's and all Eight's to 1951	9.95
Willys	All Models	9.95

in your life! No \$10, \$15 or \$20 mechanic's bills! No drilling, or grinding of any kind! You never even touch the inside of your engine!

2. It never needs further adjustments, for the full lifetime of your car! Nothing to go out of order or break down on the highway. Completely guaranteed for 20 years!

3. It takes up no room in your car . . . makes no "souped-up" noise! No shifting around of engine parts. No "hot rod" noises to cause embarrassment!

SO EASY TO INSTALL THAT EVEN YOUR 16-YEAR-OLD SON CAN DO IT!



HERE'S ALL YOU DO!

Step 1. Open your hood. Locate Air Cleaner and Carburetor Unit that sits smack on top of your engine. Simply take an ordinary wrench and loosen the

two or three bolts that hold carburetor to the engine!

Step 2. Lift up the carburetor. Put MINI-SUPERCHARGER unit in place. What could be easier!

Step 3. Replace carburetor. Now turn on your engine! And then get in and take the most thrilling drive of your life!

TRY IT ENTIRELY AT OUR RISK

This MINI-SUPERCHARGER (U.S. Patent No. 2,409,937) sells for only \$9.95 for most six-cylinder cars and only \$11.95 for most eight-cylinder cars. This is your total cost—there is no installation fee! And, most important of all, we guarantee that you will save this full purchase in gas bills alone—in the first 3 to 4 months that you own this device.

You have nothing to lose! Try this equipment entirely at our risk. It must give you a whole new world of driving pleasure and economy or your full money back! Act today!

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NEW YORK 1, NEW YORK

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114 EAST 32 STREET, DEPT. S-510
NEW YORK 1, N.Y.

Yes, I want to try your amazing MINI-SUPERCHARGER entirely at your risk! Please send me the precision-made model that fits my car. I will pay postage only. Enclose the price list for all models at left, plus low C.O.D. charges. I understand that this item is completely guaranteed. If it fails to meet your expectations, you may return it and receive enough money in gas alone, to pay back every cent of its cost in the first 3 to 4 months that I own it—or my full money back!

Also send me as your Extra Gift Premium, the Free Air Bleed Needle Set, minus a gift! If not completely satisfied, I will return the MINI-SUPERCHARGER, but keep the needles!

MAKE OF CAR _____

please print

YEAR _____

NUMBER OF CYLINDERS _____

NAME _____

ADDRESS _____

CITY _____ STATE _____

CHECK HERE TO SAVE MORE! Enclose cash, check or money order and we will pay all postage and handling charges! You save 67¢. Same money-back guarantee, of course!

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letters

THE EDITOR, SCI:

Your photo of the Thunderbird was a beauty but the picture of the MG was even better, even the girl was better. However, I would suggest a slight correction to the caption under the MG. The Thunderbird . . . also outranks the MG in one other respect. I am sure the average bankroll appreciates long life. Let's face it, a Thunderbird should have little trouble outliving two if not three MGs.

McCaill gives the MG 30,000 miles before a call to the mortician is in order but many drivers give up long before that feeling that this car has had it at about 20,000 miles.

Bob Bannon
Montpelier, Vermont

Bob, we have a friend with an MG which has clocked 86,000 miles and is still going strong. It's racing, too! Editor.

THE EDITOR, SCI:

. . . I think you overdo it a bit in your snide attitude toward "Detroit iron."

Stan Curtin
Beverly Hills, Calif.

When Detroit builds a better mousetrap, we'll be glad to beat a path to their door. Editor.

THE EDITOR, SCI:

I bought my first issue of SCI and thought it was fine. I am only 13 but I am crazy about sports cars and plan to be a driver.

Butch Darby
Baton Rouge, La.

THE EDITOR, SCI:

Allow me to congratulate you on your new magazine. I know that I and many fellow enthusiasts are looking forward to future issues.

J. T. Hayes
Toronto, Canada

THE EDITOR, SCI:

. . . I am a teenager, 15 to be exact, and I soon will

be looking for a car. For this reason I request . . . cars-for-sale section at the back of the magazine.

Pete Berg
California

Coming up. Editor.

THE EDITOR, SCI.

. . . Are stories like the "Leadfoot Lady" and "How to Stub Your Tow" in the July issue and "Heroine Driver" in the August issue really worth the space they consume? Would it not be more interesting to most readers to devote this space to, say, a series on interesting specials such as the Van Laanen Singer? How about making SCI a weekly magazine?

T. Franges
Wolfeboro, N. H.

Since we are still a new baby, the mounds of letters we have received have been mostly congratulatory and complimentary—to the point of embarrassment. We certainly intend to give the majority of our readers what they want but our survey is still incomplete. However, we do intend to cover the specials. As to making SCI weekly, time will tell. Editor.

THE EDITOR, SCI:

. . . I liked the offbeat articles like such as "With the Lotus at Sebring," the SCODA article and the "Leadfoot Lady."

Art Peck
Manhasset, N. Y.

THE EDITOR, SCI:

Several of the helmets you depict and recommend should not be included and the very one that should be recommended above all is not even mentioned. This helmet is the Anderson. The things that make it superior are that its construction is exactly to the recommendations made by Cornell University's research laboratory.

. . . I feel that you have inadvertently given many readers a bum steer on the type helmet to buy and have included some which are definitely second rate to downright unsafe.

Thomas E. MacArthur, MD
Atlanta, Georgia

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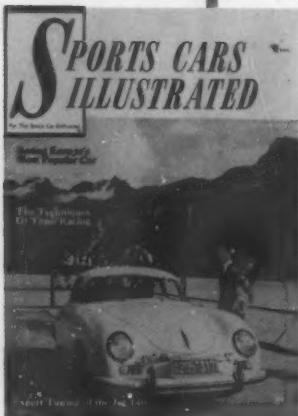
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sports cars illustrated

october 1955
no. 4 vol. 1

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Machine shops, metal working plants, plants using heavy machinery and other industrial establishments have use for MOTOR FIXIT. Mail the coupon. Test . . . be convinced.

AGENTS

We are now opening exclusive territories to a limited number of agents and distributors. Write for details.

So Simple, So Easy A 12 Year Old Child Can Give Your Car A "Motor Fixit" Chemical Overhaul In 15 Minutes

No matter what gasoline you buy, no matter what oil you use, ALL combustion engines produce clinging carbon, gums and tars that in time ruin the efficient performance of valves, cylinders and other moving parts. And at the same time all combustion engines produce these four highly destructive acids . . . sulphuric acid, sulphurous acid, hydrochloric acid and hydrobromic acid . . . any one of these acids alone in time is capable of corroding the finest steel in cylinder walls, engine blocks and piston rings. This is what shortens motor life, decreases horsepower, cuts down on gas mileage, eats up the oil, heats up the motor . . . and LEADS TO COSTLY REPAIR BILLS! This is what makes your motor noisy, sputter and wheeze . . . holds you back so you get away slow as a turtle, steals the power to climb hills without shifting gears, makes your motor shake like jelly when you get up over 40 miles per hour. Up to now the only thing you could do was go into the garage for a motor overhaul costing \$50.00 or more. But now, thanks to a new chemical discovery called MOTOR FIXIT, for most motorists all that trouble is a thing of the past.

Motor Fixit Practically Doubles Motor Life

Motor Fixit is a special compound of several important chemical discoveries blended together as carefully as a doctor's prescription. Just pour this "car medicine" into the crank case at regular oil change time and let your motor idle for 10 or 15 minutes . . . that's all there is to it. Like magic Motor Fixit penetrates to every internal moving part, filling cracks and crevices, tightening loose parts, replating friction worn surfaces, shielding the engine from the destructive action of acids, and dissolving and removing the accumulation of tars, gums, carbons and preventing them from coming back.

Each Motor Fixit treatment actually gives the same results as a costly motor overhaul yet your car isn't out of use over 15 minutes. And this means INSTANT new life. Your motor purrs smooth and easy, amazes you with its pep, power and the faster pick-up. It means more than a smooth powerful performance . . . it means big money saved in gas and oil bills plus more money for your car when you trade it in. And there's more . . .

Thickens In Hot Weather

Everyone knows the hotter oil gets the thinner it becomes. Motor Fixit chemicals act on the oil to reverse this process. In hot weather the oil will get thicker, more protective. In cold weather Motor Fixit makes the oil get thinner. This means instant starts in any weather, saves wear and tear on the battery.

Every Motorist Needs Motor Fixit

It isn't only the old worn cars that need Motor Fixit treatments. There are 60 million vehicles on the road and every one of them needs Motor Fixit. No other automotive discovery in recent years offers so many benefits for so low

a price. What motorist can pass up the chance to get a complete motor overhaul for only \$2.98?

What Motor Fixit Does For Old Motors

Motor Fixit instantly restores new car performance to old cars that have been taking a beating for years. It cleans out the acids, tars, carbons and gums . . . it repiles friction worn parts, it fills in and tightens loose cracks and crevices . . . it restores pep and power, gives instant starts, faster pick-up, the extra power for hills and keeps the motor quiet even at the higher speeds. Best of all, Motor Fixit eliminates costly, time-consuming overhauls, gives more miles to the gallon of gas, cuts oil consumption as much as half. Over 34 million older cars are crying for Motor Fixit right now!

Even New Motors Need Motor Fixit

Let Motor Fixit PREVENT the formation of tars, gums and carbons . . . protect cylinders, valves, walls and parts from corrosive acids . . . let Motor Fixit keep your new car running like new years and years longer.

SEND NO MONEY . . . Mail Coupon

Motor Fixit is yours to try ON-APPROVAL . . . the cost is nothing unless you see such a wonderful difference you're actually amazed and delighted. Mail the coupon . . . send no money. Put up \$2.98 plus C.O.D. postage as full deposit on arrival. Pour Motor Fixit in the crank case the next time you change oil. In 15 minutes decide . . . your money will be returned if you simply return the empty can. This trial offer is limited. Mail the coupon today.

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Send one full treatment of MOTOR FIXIT. I will put up \$2.98 thru postman and pay the C.O.D. postage on arrival on the guarantee if I return the empty can for any reason whatsoever you will refund my money.

Send 2 Full Treatments for \$5.50

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the Editor's Page

WITH the tragedy at Le Mans, and the subsequent hysteria both in and out of print we have seen comment from all sides of the fence. "Motor racing should be stopped—motor racing should be encouraged—motor racing was not to blame—cars are too fast—cars are too slow—there are too many non-production cars—production status has nothing to do with it—" and on and on, ad nauseum. There have been enough remedies and solutions to the problems to ruin almost any sport and the voices of those who actually do know most of the circumstances and are connected with the sport have been joined by the ever present chorus of problem solvers who like to dabble in any spectacular situation.

To begin with and to put the whole thing in its proper perspective, let us admit that motor racing of any sort is not the safest hobby or occupation that could be hit upon. Weaving doilies or working cross word puzzles would both be less likely to result in injury to either participant or spectator. Yet there are other organized sports that statistically are considerably more lethal. In short, we believe that although the inherent risk of racing should be tacitly understood by participants and spectators alike, the painting of it as a first cousin to the Roman contests between lions and Christians is neither accurate, intelligent nor based on anything approaching fact.

In the second place we have been forced to take most of the "solutions" to the problem of automobile accidents in races with a grain of salt. In fact, we have practically choked on the amount necessary to down some of them. First, in the order of popularity, is the theory that the courses should be all changed. This we feel is a chimera, since, in theory, speedway racing then would be practically foolproof, and in actuality the converse seems to be the true case. There have been far fewer accidents mile for mile in races on simulated or real road courses than speedway racing and fewer driver fatalities per accident.

The second proposal seems to center around limiting the performance of the cars. This again seems to be fallacious thinking. We feel sure that restricting racing to "production" cars would only result in faster and faster production cars, and in a few years we would again be at the same point we have reached with the "prototypes." In addition, the faster and faster cars would be put in the hands of an indiscriminate and proven homicidal portion of the public. A little imagination applied to the thought of traffic on a Sunday afternoon liberally mixed with Maseratis or Mercedes 300 SLRs should be enough to make anyone quake in his boots. Just as bad is the idea of limiting displacement and thereby limiting speed. As far back as 1927 Fiat managed to squeeze 160

hp. and 135 miles per hour from a 1.5 liter car, and there have been *some* technical advances since then.

This leaves us with only the basic problem of racing itself. Any combination as complicated as a human being and a modern sports racing car depends on the combination of almost limitless numbers of factors, each and all functioning together and perfectly, in order to operate safely. Would not the solution seem then to be a *thorough* testing of both man and machine, psychologically as well as physically before a license is granted?

For an example, a completely stable driver, psychologically screened for his safety understanding, would not need a no-passing zone, marked off and set aside, to tell him that passing at that point was dangerous. There would be no one who would try a fifteen mile an hour corner at ridiculous speeds, even if the car was capable of 200 on the straight. In short, screening for stability and testing for judgment would prevent most of the accidents today.

At the same time there is no reason to believe that this approach would rule out, or even tone down the competition. There is no evidence to support a view that the use of intelligent caution is incompatible with the desire to win. It would simply indicate that the drivers were attempting to win and stay in one piece.

In this way we would probably achieve considerably more telling results from the races. In all likelihood, there would be fewer cars to fall by the wayside from bouncing off things. Most cars would withdraw mainly because they couldn't take the strain.

While we're on the subject, we feel that the licensing systems in use in the United States should be carefully looked into. The Sports Car Club of America is at present the most thorough of the groups but still there is the necessary element of the "baptism of fire" in piling a novice into a race with other novices. At best a whole group of novice drivers is likely to be somewhat unstable, except for the few that are "naturals." This sometimes results in pretty hair raising affairs, and we can all be thankful that it has never, as yet, resulted in anything more serious. While it is understood that the seasoned drivers would much rather race against competitors that are predictable in their actions and reactions, the novice should be accorded the same sort of treatment. It might be possible to introduce a few drivers into races with veteran competitors for their first race or so, and thereby help establish a pattern for them to emulate, as well as affording a safer and more stable introduction to this business of going fast in company.

—☆—

George A. Parks

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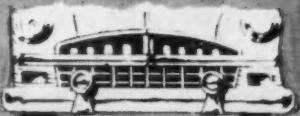
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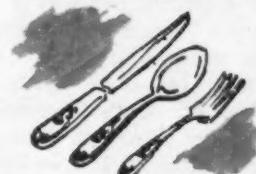
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Battle Plan



By PIERCE ALLEN CORYELL

A fellow member of the bar canvassed our rural county for district attorney this Spring in a brand new American automobile painted a bright, bright red. He did not win and while there are those who will offer other reasons for his failure at the polls, a number of solid citizens told me they did not vote for him because his car was painted such a sassy color.

I am not running for office, but as a young attorney desirous of driving a small English sports car in and about a small town, the warning is clear. If my conservative clientele smell light-mindedness in an automobile's vivid hue, what will they smell in a car whose lines are only slightly related to Detroit?

The election returns were hardly in before several considerations struck me with blinding force. First, I can afford to drive away no clients. Second, whatever car I buy must be restrained in color. Third, as any foreign car would insult my clientele I would have to prepare the ground.

While not owning a foreign vehicle I must, nevertheless, begin to associate myself in the minds of others with un-American autos. The shock will not be so great so long as I do not actually own the car. Like the kitten and the rat, I must first get public opinion used to thinking of me and an imported conveyance in the same breath.

Consequently, I discuss foreign cars with fellow diners at Kiwanis. I visit local garages to talk over future service of an overseas automobile. At the local drugstore I ostentatiously purchase all magazines featuring foreign cars. I hint to relatives that someday I will buy a foreign machine.

And I get the following reactions:

Kiwanians—laughter.

Courthouse stenographer—"You're too big to get into one of those little cars."

Buick agency bookkeeper—"You'll need a can opener to get out."

Classmate who operates a garage—"Don't bring it to me for repairs."

President of the County Bar Association—"Stick to a car you know."

Three of eight uncles—"You get some of the damndest ideas!"

Remaining five uncles—"—————!"

Anyway, the ground has been broken, however roughly. Now to till the soil. I complain about 10 miles per gallon stop-and-go driving. I wince each time fluid drive puts the car in motion after a stop sign. I talk bitterly of the extra space I drive to courthouses and into the country to see farming clients. I complain piteously about the difficulty of parking, the labor of driving, the lack of joy in touring. I receive sympathy from no one.

But the news spreads. A foreign car agency half a state away telephones their understanding of my desires and their willingness to fulfill those desires. My state representative drops in to discuss the matter—he's as interested as I, but doesn't dare buy with so many automobile dealers voting. My brother writes home to advise a car with which local mechanics are competent to cope. A friend drives over from New York to show me his Volkswagen. (But the airflow Chrysler, even condensed, was not a sports car, was it?)

My campaign shows perceptible progress. My garage-owning classmate clutches my lapels with greasy hands (he has just finished a lube job) and begs me not to go back to the gearshift, to think of low horsepower and steep hills, of rear ends wearing out (I did not think of cars in terms of rear ends, but they have them), of being forced off the road by drivers who just don't see foreign cars, of unmentionable and unprintable (and not understood by me) horrors. Little boys jeer on the streets. Club women shake their heads commiseratingly as I pass. Oh, yes, people are thinking of me in terms of sports cars, not favorably, but they are thinking.

I up the tempo of campaign. I shudder publicly lest our great Commonwealth put a tax on horsepower. (If our great Commonwealth does you'll see revolutionists that will make Russians seem like amateurs). I talk intelligently of increased gasoline taxes to pay for Ike's road network. With emotion I touch on Italy's 86 cents per gallon of gas, England's 78 cents. (I do not distinguish between the Imperial and the American quart, it would only confuse.)

I obtain literature depicting my future vehicle and show it around. The reaction is consistently negative, but the surprise is now lacking. They know about me and overseas cars. I am pointed out as the man-who-is-going-to-buy-a-foreign-car. They smile when I do a double take as an Austin-Healey or a Jaguar floats through town on the way to Florida and the mechanics call me up when a Mercedes-Benz or a Morris Minor stops for gas. They expect me to rush down and look, and while this is occasionally inconvenient I do not disappoint them—I rush down and look, while those who generally hang about garages poke each other in the ribs and snicker.

This past week I have begun to conclude my campaign is bearing fruit. A real estate agent stopped me on the street one morning to ask when I was going to buy "that car." The same afternoon, a lady client, after unburdening herself regarding a husband she hopes I can arrange to make her ex-husband, asked, "When you buy your foreign car may I go for a ride in it?" An attorney is gallant or he is nothing. But I told neither her nor the real estate agent when I would make my purchase.

For while I had conducted a fine campaign to a success as brilliant as the color on my fellow practitioner's automobile, I had neglected to include money in my thinking. I am now busily repairing that neglect. I have begun a new campaign. And just as soon as it is successful—and if it is I'll let you know—I'll make my purchase.

—☆—



chain of command

THE TECHNIQUES of team racing have all but been lost on the American sports car scene. There is very little organized competition in the amateur races, and most are so short that the full use of team tactics would be lost in the scramble and might possibly never pay off.

On the other hand the almost magical exploits of Mercedes, Ferrari, Lancia and the esoteric sounding "Scuderria, Ecurie, Stabilimente," and such never fail to rouse a good bit of romantic day dreaming when they appear in the press or are emblazoned on the side of vans and cars. Still most sports car aficionados have had little or no opportunity to study the operations of one of these highly organized maneuvers in the flesh and while there is nothing mysterious about them, there is a great deal of activity that never appears on the surface that should be part of the background of every competitor's knowledge.

To try to cover all the aspects of team racing, and the particular methods of every team, would take far more space than we have in this entire edition so to bring the gist of such activity to a usable point, let us base our observations on a mythical "Scuderria Scat" and try to follow the activities of one such team through preparation to the race.

To begin with the selection of cars for the team is one of the prime considerations. Of course, if the team is factory-sponsored the cars are pretty much a cut and dried proposition but otherwise the machines should be selected with an eye toward whether or not they will have the opportunity to function as they should in competition. In the first place they should be able to hold their own in their class. They will have to have enough speed to match or very nearly match any opposition they may meet, or have reliability of a high enough order to offset a slight, and it must be *very* slight, disadvantage here. On the other hand, if the cars selected are in fact, faster than their opponents, so much the better—the drivers and miscellaneous equipment can be concentrated on.

While on the cars though, there are a good many econ-

omies that can be realized when racing more than one machine. For instance, if the parts are all interchangeable, only the most frangible spares need be stocked for all the cars, while the less likely replacement problems can usually be left to only one or two components for the entire team. This is usually the procedure followed by the smaller, privately owned combines, and generally the factory equips will have spares for almost every contingency. At the same time, if the cars are identical, and following the general pattern for team tactics, there is almost always one member of the group that can be cannibalized during the race to maintain the leading car's positions if necessary.

In preparing the cars this idea of identity is carried to lengths that might seem almost ridiculous at the time but can pay off for the team while racing. The wheels, for instance, are fitted to all of the cars. This is important, with wire wheels especially, and the splines should be a quick fit for any of the machines. After that, the break drums should be balanced so that the wheels themselves, after balancing, will remain interchangeable. If the manifolds and ports are matched, they should be cut out to the same size, and the same applies to all other components used. For instance, a bolt on one car, if only slightly different in size from that used in the same position on the other machines might cause enough delay to let the race go down the drain if the mechanic grabbed a wrench that should fit, only to discover that he had to return to the pit counter to find the proper tool.

Starting with the assumption that the Scuderia has acquired four cars of medium price and in a medium class (so that they can also have some chance in the unlimited events) the next step is to select the drivers. In Europe this is generally done on a basis of past performance. Most of the rising stars for the bigger factory teams are drawn from amateur ranks, and no amount of job hunting or applying will get a driver included unless he has first proved himself. The most notable exception was the prewar Auto-Union grand prix organization which recruited many drivers from the ranks of motorcyclists. Even so, this is not an exception to the rule, since the Auto-Union didn't handle like any other car and a motorcycle racer had less to un-learn when driving them.

The drivers should of course be good, and have to be amenable to discipline. A team member who insists on "driving his own race" is practically useless from a team standpoint and prima donna antics are definitely discouraged in most organizations (in all of those that win consistently.) A driver has to be able to place his car exactly where the team manager tells him to and then has to follow without question the instructions given him.

From here we go to the equipment needed for the team. This, of course, will vary from race to race but tires, bailing wire, quick-lift jacks, wrenches, oil, gas and water cans are pretty standard. The signal board can be as unique as the team desires, so long as it can be read with certainty by the drivers and the signals used can be of any sort but they should be sufficiently complex to tell the driver his position, both overall and in his class, to speed up or slow down, what car is next to him, when to pass another car, when to come into the pits, and the number of laps to go. The number completed isn't really too useful in a race.

Next the team will concentrate on the pit crews. The gasoline handlers have to be able to heave a can over the pit counter and into the filler pipe in a very minimum of time, and there should be no sloshing over the back of the car. The members of the crew should be able to rip the tires off the car and replace them with others in practically no time at all and changing spark plugs ought to be accomplished in the amount of time normally required for just opening and closing the bonnet. For the latter there should be fresh sets of plugs, already gapped and ready to fit to the engine. Incidentally, plugs should be set, then run a bit in the engine to "take the edge off," pulled out and re-gapped to be held ready for installation.

From here the "95 per cent preparation" spoken of by Herr Neubauer comes into effect. The cars, pit crews and drivers must be thoroughly prepared and the strategy for the particular course worked out tentatively. The final details will, of course, have to wait until the cars have a chance to practice on the course and the weather at the time of the meeting will play an important part in the eventual strategy. Nonetheless, much of the groundwork is laid out ahead of time.



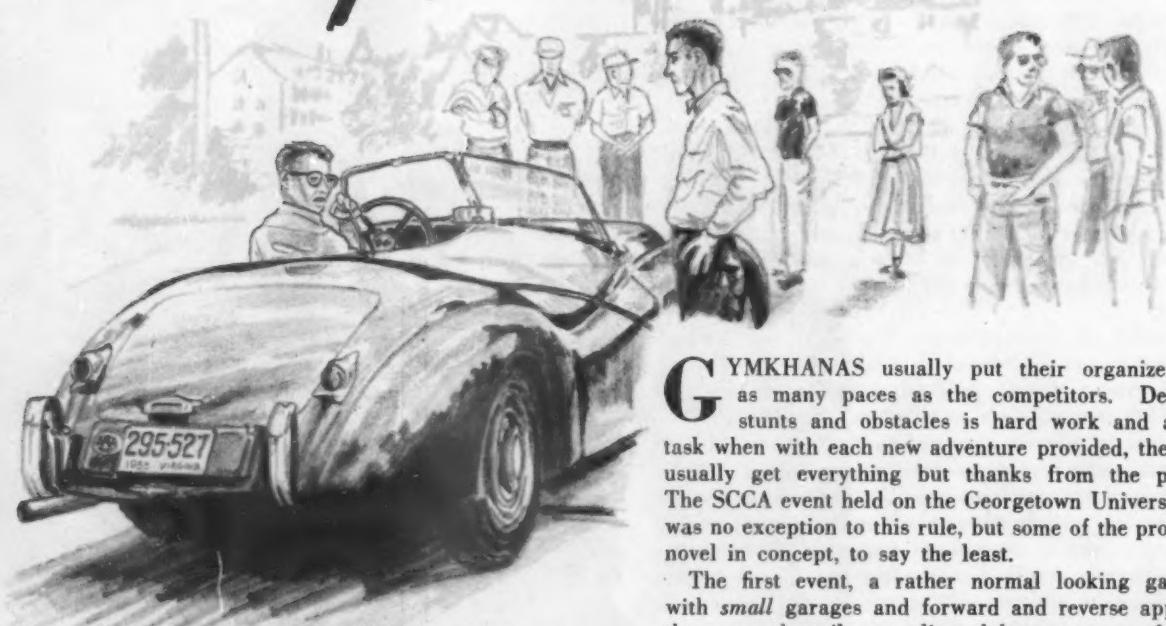
"Winning a race is 95 per cent preparation---5 per cent luck."



A fine example of team racing was the Bristol one, two, three finish in the 1954 Le Mans Race. Fairman's car although extensively damaged was able to rejoin the team and they finished under orders and in numerical sequence.



georgetown ymkhan



*last minute instructions
relayed over mike...*

GYMKHANAS usually put their organizers through as many paces as the competitors. Devising new stunts and obstacles is hard work and a thankless task when with each new adventure provided, the organizers usually get everything but thanks from the participants. The SCCA event held on the Georgetown University Campus was no exception to this rule, but some of the problems were novel in concept, to say the least.

The first event, a rather normal looking garaging test with small garages and forward and reverse approaches to them, was happily complicated but not so confused as the speed trial around concrete pylons (fortunately they didn't get hit).

The most successful stunt was a water carrying event. Each navigator was given a brimming pan of water to hold and the cars then had to wind their way through a series of twists and turns.

"Foxy" Carter looking very official as he inspects water level.....





Cutting it short in a parking event....

From a driving standpoint, however, the last event was probably the most exasperating, the drivers traversed a complicated course in reverse, then tried to match their time as nearly as possible over the same route going forward. It is somewhat to the credit of the bunch that the times in reverse were almost universally faster than when going in the more normal direction.

When the water had evaporated and the smoke from scorched tires and brakes drifted away there were two winners, Frank Dellastatious driving a Triumph TR2 had tied with Ben Moats in a Willis-Engined MG. At this point the organizers had run out of ideas for further events and decided that both deserved a first place anyway, hence two cups, a lot of tired, happy though wet participants, and a rather bemused collection of students and faculty.

—★—

ready on the starting line.....



jack benson

How to Buy a Sports Car



Photos by Andy Knight



From outside or inside the compact neatness, good visibility and overall eye appeal of the MG is most apparent when contrasted with the trend-setting American coachwork of typical "jello" mold design.

An adventure in motoring



THE great present-day boom in enthusiasm for the sports machine in the United States is attributed to the desire of an ever-expanding group who wish to recapture the pleasure in driving. The popularity of the European car is due to the fact that the American manufacturer has failed to supply a car that gives the same satisfaction in positive accord with the automobile as the European producer has been able to do. There is little feeling of command when one sits at the wheel of some of our latest Detroit products which incorporate all the accessories that make driving easier; these cars no longer respond to the intimate demands of the toe or fingertip, and power steering and automatic transmission do not counteract the high-ratio steering or lack of acceleration at critical points.

You may be one of the many persons who have either wondered what all this sports car business is about or are contemplating buying one, and it is for such persons that this article is intended.

We are not going to try and define a sports car, for many authorities have already tried and failed, but for this article suffice to say that we are dealing with a small open car that has good performance and good roadability. At this stage, we are not going to deal with racing (which is a special subject in itself), but more with the ways and means by which the new owner of one of these cars can get the most out of his cherished purchase.

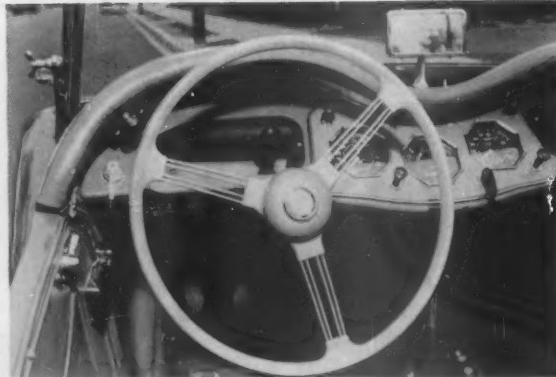
In spite of all the advances made in the design and performance of the small sports car, nothing has yet displaced the MG from its established position as the sports-

man's nursery car. It is strongly advised that the MG should be the first sports car you buy and the car on which you relearn to drive. Pricewise, nothing approaches this product of the Nuffield Organization (the initials MG stand for Morris Garage—a unit of the Nuffield concern).

For performance, this car is quite sufficient for the beginner without getting him into too much trouble. Mechanically, it is very sturdily built and will stand quite an appreciable amount of abuse. It is not a car that you are going to take all three children out in as well as your wife, but your wife will love to be taken out by herself. It is a comfortable car for both driver and passenger, and, once and for all, let us dispel the absurd idea that you can't take it on a long trip.

From personal experience we have found there is far less fatigue experienced by both driver and passenger in a 500-mile drive in an MG than there is in battling a large domestic vehicle along the cluttered roads. With regard to baggage, the addition of a luggage rack fitted above the spare tire gives ample space to carry sufficient cases for two persons for three weeks—provided a little discretion is used in what has to be taken.

Let us, therefore, assume that you are interested in purchasing a new sports car. The dealer, and there are many about these days, will tell you the basic price of the car as it stands on his showroom floor, ready to drive away. The only accessories that are likely to be needed, and these are by no means essential, are two exterior rear-view mirrors to fit on the front fenders, a luggage rack, an ashtray, a tonneau cover for the fastidious (a cover that zips up over the seating compartment and steering wheel when the



Typical of small European Sports cars, the high quality of finish adds up to luxury in spite of rather stark simplicity.

the virtues of the car, slip into the driver's seat and leave your wife to listen to the sales talk. The seat probably feels strange—you are placed low and looking at highway life from a new angle. But don't worry about that; you will very soon get used to seeing the ribbon of road stretch out ahead and feel as though you are pointing an arrow at a target which stretches into the far distance.

Let's get comfortable first—and you can really get comfortable in this type of car. The seat on which you are sitting is adjustable by means of the usual little gadget conveniently placed for your left hand—get it adjusted for your leg length. Don't be disturbed if you are over six feet; there is plenty of room, for if the steering wheel is in the way, you can adjust that. A small nut in front of you lengthens or shortens the steering column and you can have the wheel just where you want it. Having fixed the seat and the wheel in the right place, the back may feel somewhat strained—then alter the back by loosening the wing nuts behind. Juggle about with these adjustments until you feel really comfortable.

You will by now have realized that it is a most comfortable car to sit in and that you can see everything around you as well as the clearly defined lines of both fenders. Now that the salesman has probably put your wife in a receptive mood, coax her to sit beside you. Her first reaction will be to object and complain that it seems

top is not in place), and for those who live in an area that is subject to fog, a fog lamp.

The installation of a heater is not really necessary as, with the top up, there is ample heat thrown back from the engine to warm even the coldest pair of feet; a radio is not advised as it will always be in the way, and with the top down, no one can hear the thing, and with the top up the noise of the motor will more than likely kill the melodious notes—anyway, no one can concentrate and drive properly to the strains of either Beethoven's Fifth or Eartha Kitt.

If you haven't already examined one of these jewels of the automobile tiara, you will be amazed at the overall finish of the cars. The seat and panel coverings will most likely be of leather and the instrument panel probably covered with similar high-grade material or made of polished mahogany. The paintwork will be noticeably thick, and a further investigation into the general construction will reveal rigidly manufactured vehicles. Under the hood, the engines will at first appear small, but at the same time very accessible.

When looking under the hood, the beginner's first thoughts will probably be skeptical, unless he already knows about the powerfulness of such small units, but the response of these engines will most definitely surprise the driver. While the enthusiastic dealer is expounding



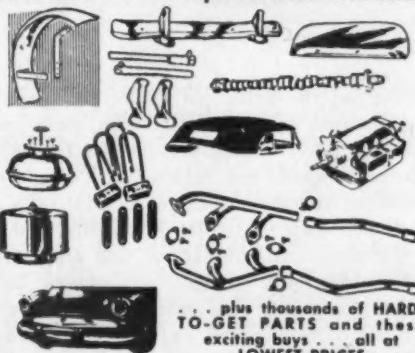
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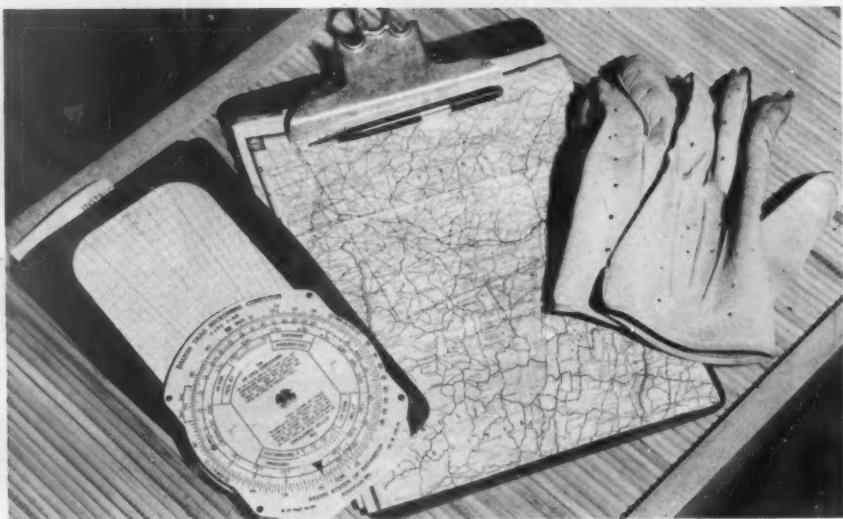
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cold

QUESTIONS on the nature of rallys and the esoteric equipment used in connection with such an event seem to be a never ending problem for the beginning adventurer in sports car activities. There are a lot of different solutions and most of the successful rally drivers have arrived at their own particular preference and way of working over the trials and tribulations that are the normal prologue to the first cup. There are almost as many different ways of computing and entering a rally as there are different types of events and any concrete information will have to be tailored to your own preference.

To help with the basic selection of equipment, and to begin with the essentials there are some factors in common that most computing devices have, and those should be considered by the prospective ralliest, both in the light of his own mathematical background, and the amount of bother he is willing to put up with, or can afford to eliminate through more elaborate instruments.

By far the most common type computer is the circular slide rule type. The scales are marked off in minutes and miles. There are a number of makes; the most frequently seen being those for which several Air Forces are still looking. For computing time rate and distance problems the two outer scales are used. The outside scale reads

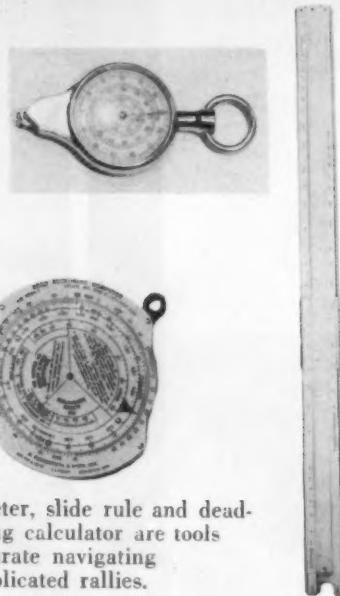
in miles and the inner scale is marked off in units of time. The inner scale rotates, and by setting the elapsed time opposite the distance covered one can read the average speed opposite a pointer which is at the 60 minute mark on the time scale.

In most instances it is a problem of maintaining a given average speed. Under such circumstances it is best to set the pointer to that average speed. Then, at any time you may compare time and mileage readings and determine your deviation in terms of either time or distance without having to move the scale about. These calculators are set up like any circular slide rule and can be used to multiply and divide. Also many of them have tick marks for converting km. to miles and knots to mph.

As far as accuracy is concerned they will read to a degree of correctness that is not reasonably expected from an odometer. Several calculators of this type are for sale and the price ranges from one dollar up.

If one feels that less time should be devoted to computations, and more given to finding the correct route one can purchase devices of a more elaborate nature. One of these and perhaps the best known is the Tachimedian. This instrument contains a clockwork mechanism and is also driven with a speedometer cable. With the time and distance factors to work on the Tachimedian actually reads in miles per hour average that has been maintained. The center of the instrument contains a clock that indicates the time of day. After the car has been driven 9.5 miles the Tachimedian will begin to indicate the average speed, and the makers claim a high degree of accuracy. Col. Fowler, who won high point standing in the Washington Region during 1953, found the Tachimedian very much to his liking.

A new device along these lines is the forthcoming Auto-Navigator. This instrument is not yet available, but a



Opsiometer, slide rule and deadreckoning calculator are tools for accurate navigating on complicated rallies.

calculations

prototype has been tested in several rallies. The Auto-Navigator is not connected to any cables and is completely self contained. Basically a clockwork mechanism rotates a pointer through a variable speed drive. A small knob turns a dial which is seen through a cutout in the main face. This small dial selects the speed to be averaged, and in selecting changes the drive ratio to the main pointer. After setting the average the pointer is started at zero and as time elapses it rotates about the face of the instrument indicating distance that should have been traveled if that average is maintained. Therefore, one look at the Auto-Navigator and another at the odometer and you know whether to speed up or slow down. A check of one of the instruments against an electric clock found the error to be less than one per cent. This instrument will soon be selling for about \$30.

Another helpful gadget is the opsiometer. This is a device with a dial and a wheel which protrudes from the bottom of the dial. By rolling the wheel along a course on the map the dial will indicate the distance in one or more units of linear measurement. By tracing out two possible routes with the opsiometer it is a cinch to pick out the shortest. These can usually be purchased from a drafting supply house for about \$1.95.

—☆—



Dave Lewis stops at a wide fork and ponders his map and instructions on which road to take. He was later led astray by a car which made a wrong turn.



THE post-war years have seen a whole collection of prototypes. These automobile laboratories, we are told, are designed to test public reaction and styling ideas. This has almost universally been the work of the larger automobile companies and in great part have had little or no usable road value. From time to time and at far too infrequent intervals designers like Brooks Stevens or William Stout have produced cars like the Scarab and Excalibur J, both as design laboratories and for actual use. Now we have a new one unveiled at the Detroit

Flajoles: forerunner

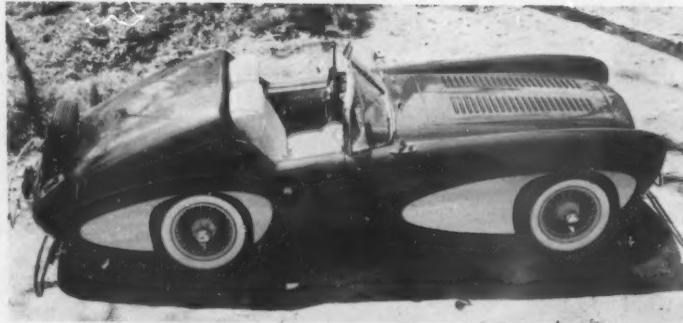
Historical Museum, and one that has performance to go with its considerable good looks.

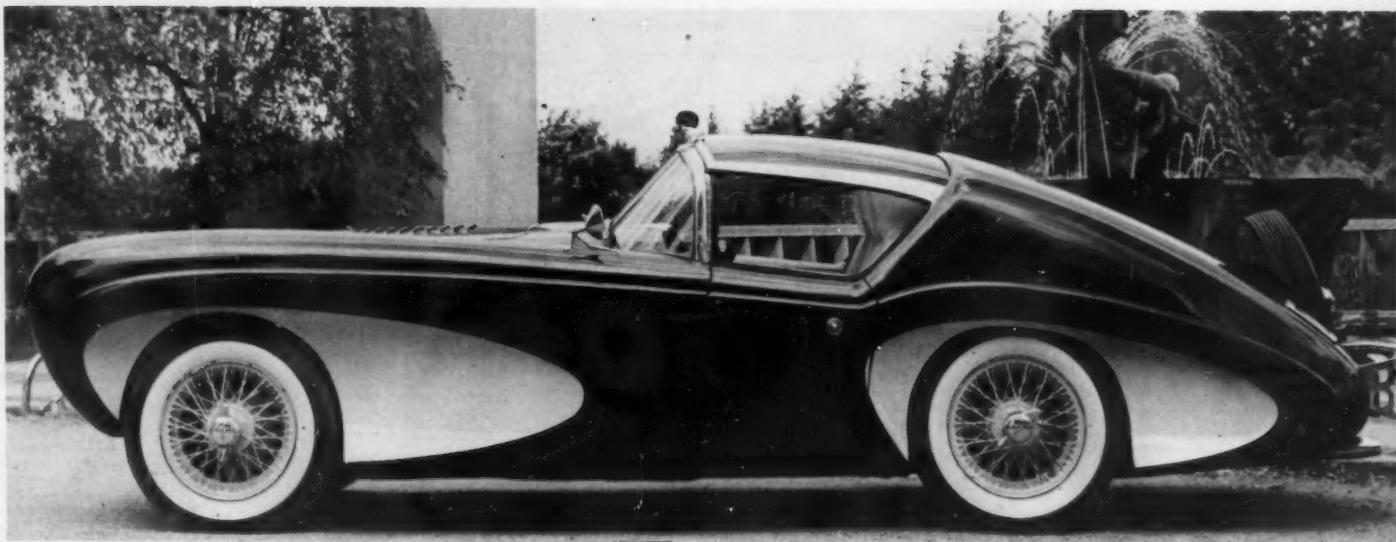
William Flajole, the advanced styling consultant to American motors, has come up with a really interesting and moving piece of machinery. Called the Forerunner, the 140 mph. Jaguar-based design experiment was begun in 1952. Since then 7,000 hours and \$8,000 have gone into the only true hardtop convertible on the road.

The Forerunner isn't just a laboratory. It has some innovations that are *really* new to the automobile field such as the high seats that afford support to the head and neck of the driver and passenger, headlights that are shielded by the body shape (and, incidentally, rotate on their mounting bar for cleaning when the hood is raised) and the exceptionally light bumpers that distribute the forces of any impact over the whole frame area, but it also is Flajole's daily transportation. The body, made of fiberglas, incorporates some novel features in shaping and handling the material never tried before. Combining sculptured headlights and perforated planes new to this method of construction, the car introduces several basic possibilities.

Although the machine will never be produced and sold as is, it will be raced this fall and many of its features will undoubtedly be incorporated in other cars in the near future. This car will almost certainly be referred to by designers in the future, as the Scarab has in the past.

* * *





DESIGN DATA

BODY: Fiberglas, built up in full-size plaster molds. Insulated from frame vibration by 7 rubber mounts (asymmetric).

FUNCTIONAL INTEREST: Hooded louvre and scooped fenders cool motor and tires, brakes, respectively.

STYLING: Emphasizes the automobile look, look of motion. Interest is sculptured into lines of body, rather than tacked on as decoration.

ROOF: Retractable plexiglas canopy. Slides in and out of rear deck on tracks, which run on nylon bearings.

FUNCTIONAL: Achieves both open and closed car effect in single chassis.

BUMPERS: One-inch alloy steel tubing in oval pattern. Spread between rungs, 10 inches. Weight, including bracket, at 10 lbs.

FUNCTIONAL: Reduces weight. Greater protection against parking creep or major collision.

STYLING: Liberates front-end styling from drag of bumper bar and toothed guards.

SEATS: Foam rubber, 29 inches high from hipline with bolster. (Seven inches higher than standard seat.)

FUNCTIONAL: Lessens driver fatigue, particularly on long drives. Protection on rollovers, side or rear-end collisions.

STYLING: Liberates seat styling from prototype of parlor sofa. New prototype the airliner easy chair.

HEADLIGHTS: Recessed behind grill. Fourteen inches back of leading edge of fender. Flip over for cleaning by attached cross-bar.

FUNCTIONAL: Glare reduction.

STYLING: Frees fender design from dictates of sealed-beam shape. Eliminates "bug-eyed" look.

WEIGHT: 2,100 lbs.

HEIGHT: 51 inches.

CHASSIS: Modified Jaguar.

WHEELBASE: 100 inches.

TOP SPEED: Excess of 140 mph.

COLOR: Racing green and buff.



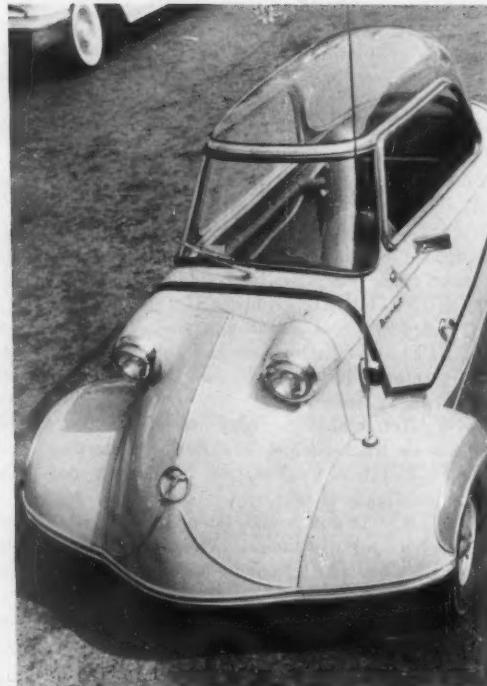
Rear lamps include stoplights and turn indicators. Most models have bracket for license plate.



T ricycle test the kabinroller

IN THE course of compiling road tests, usually a rather strained affair that results in more work than pleasure, we occasionally run across a machine that is really fun. The sort that you enjoy "playing with" and usually find yourself taking time from other duties to stretch the length of time on the road with the car. That was the case with the Messerschmitt, and we thoroughly enjoyed our session with the Kabinroller.

To begin with, the little car is startling in its appearance. It gives more the impression of an uncompleted airplane or a large insect, than a car or motor scooter. The plexiglas top swings up, to allow driver and passenger to clamber aboard and, when open, the tricycle looks very much like the Taylor Cub of a few years ago. Getting in, and folding our rather lengthy legs under the handlebars, while not graceful, was surprisingly easy due to the hinged, elevating front seat. The back seat is a bit more tricky, and although we had no opportunity to experiment with the theory, we feel that slacks would be almost mandatory



The "tricycle" features a deluxe interior and a two-tone color job.



Seat of the Messerschmitt raises to allow easy entry.

Handlebar steering gives the driver surprising control.



feminine attire for passengering in the car. Once aboard though, the seats, of foam rubber and hair, are most comfortable and the controls feel quite natural from the very first contact.

Starting the husky little Sachs engine is surprising. Even after the Messerschmitt has been sitting quite a while the power plant comes to life so quickly that rarely can you hear the starting motor spin it even one turn. When it catches too, there is a roar in the tight little cabin that would warm the cockles of the hearts of even devoted Ferrari addicts. This impression of power is pretty well founded too. The nine and one half horses push the car along quite respectably. In the de luxe model, the engine has an extra two horsepower to beef it up a bit, and will force a truly satisfying squeak from the rear wheel. Incidentally, the huskier version also has a rather novel system for reverse. The ignition key is turned to the reverse position (indicated by a colored light on the panel) and the whole engine restarts, running in the opposite direction.

Driving the little beast is very similar to driving a formula III car. The motorcycle type gear shift allows you to go up and down on the speeds with truly satisfying Grand Prix noises and style and coupled with the healthy sound effects from the engine gives the illusion of blistering performance. On the performance side, the acceleration is more apparent than real, giving a good 0-30 figure, about six seconds and very little after that. The feeling of urge that the little gadget has is very real and driving it in traffic, if you discount the incredulous stares from other motorists, is great fun.

As to other details of its operation, the Kabinroller gets a little bouncy around forty, feeling somewhat like a light plane taxiing across a dirt landing field, but it has very good directional stability and the bouncing isn't particularly bothersome. Top gear is a bit light for most driving except along the highway, and the car requires a bit of rowing to get it up hills when encumbered with two passengers but it will attain 60 fairly readily on the open road.

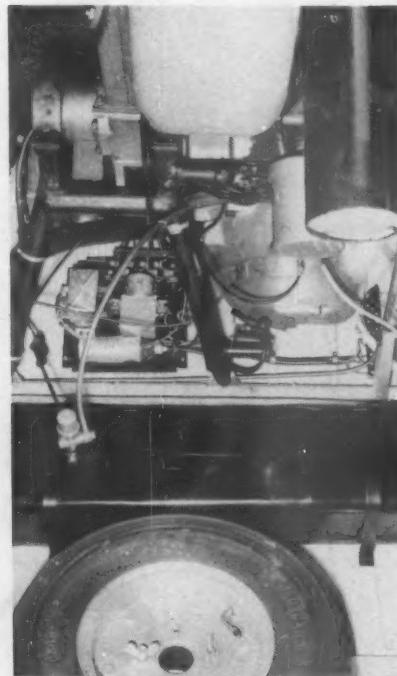
The only feature that we found disconcerting was the steering. The handlebar system, feeling for all the world like a motorcycle, is a bit too quick, and feels nothing at all like a wheel. At high speeds (above 45) the car has the feeling that it could get out of control without too much effort, but with practice the machine seems perfectly tractable.

One other point that deserves some mention is the

Plexiglas top lifts sideways for entry and clicks solidly into place.



Deluxe model engine is more powerful than standard version.



SPECIFICATIONS—STANDARD MODEL KR-175

ENGINE

Type	Fichtel & Sachs Single-cylinder air-cooled two-stroke engine.
Bore	2 7/16 in.
Stroke	2 9/32 in.
Piston Displacement	10.6 cu. in.
Compression Ratio	6.6:1.
Spark Advance	

TRANSMISSION

Type	Four-speed transmission, forward and reverse.
Clutch	Three-disc cork-lined.
Ignition	Bosch 12-volt, 45-watt flywheel (generator).

DIMENSIONS AND WEIGHTS

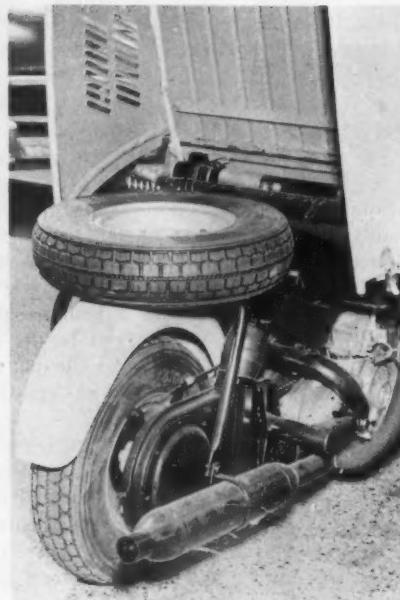
Overall Dimensions	Length 111 in.; width 48 in., height 47 in.; wheelbase 80 in.; track 36 1/4 in.
Ground Clearance	6 1/4 in.
Weight	485 lbs.
Tank Capacity	3 Gallons—(gasoline)/oil mixture 1:25; reserve tank capacity 1 1/2 quarts.
Engine Capacity	9 HP (continuous) at 5250 r.p.m.; 9 1/2 HP (maximum) at 5250 r.p.m.
Fuel Consumption	100 mi./gallon.
Speed	Maximum speed approx. 60 m.p.h.; continuous or cruising speed 50 m.p.h.; high performance on hills.
Standard Equipment	Speedometer, windshield wiper, rear-vision mirror, complete set of tools, spare wheel and tire.

heating-demisting system. There is a tube that pipes warm air into the cockpit on the same principle that the Volkswagen uses. This is loose at the front, normally fitting over a metal tube and directing the heat toward the driver's feet. To use it as a demister, the end of the tube is unplugged and hooked into a small padded hook on the instrument panel, thereby directing warm air onto the windscreen. It works beautifully.

As to the construction, it follows the accepted standard of German workmanship. The car seems really solid, and should be able to go the 100,000 miles with no exceptional difficulty.

In general the Messerschmitt is one of those happy little machines that combines ingenuity, economy and transportation with considerable amusement value and reliability. For under a thousand dollars you can't do better, and if you like gymkhanas, well . . .

* * *



Spare tire is mounted on rear fender behind the gas tank.



The Ecurie "Chacun A Son Gout" entry of George Arents winning the ninth race.

Jim Pauley
the other half of
the Ecurie in the Ferrari Mondial.



Canadian Carousel



With a Mercedes Benz 300 SL
acting as course clearing car
there was almost as much interest shown in marshaling
as in the races.



THE British Empire Motor Club held their fifth annual road race meeting at the Edenvale airfield circuit on Saturday, June 18. This meeting is becoming an important annual date on the racing calendar not only to Canadian drivers but to many Americans who travel considerable distances to compete. Of the nearly one hundred entries, about one third were American.

Edenvale is situated about 70 miles north of Toronto, and about 8,000 spectators watched a good day's racing. The sun fairly sizzled down and soft drink operators did a roaring trade. The crowd was well marshalled, and a communication system was operated by a Canadian Army Unit. The meeting was observed by members of the Canadian Automobile Sport Committee, the body governing motor sport in Canada.

The first race was Formulae Libre, 10 laps for unrestricted

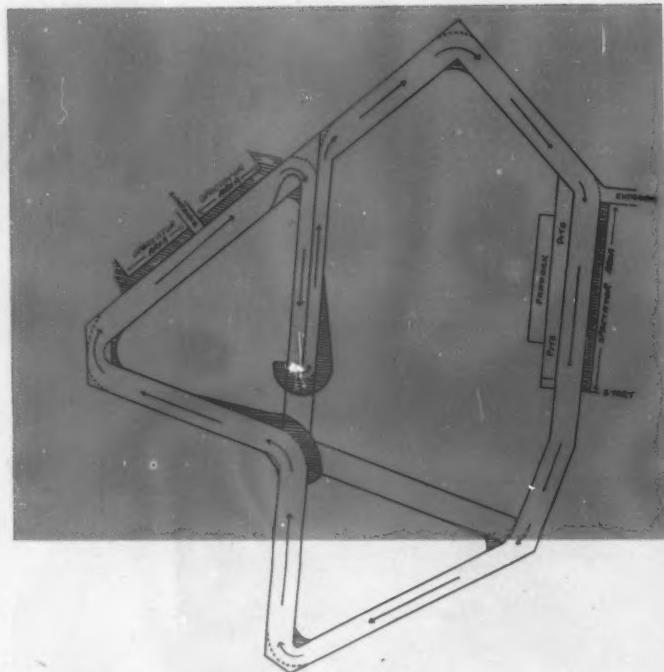
cars and no fuel restrictions. The unusual but interesting A. J. B. (ex-Butterworth from England) now owned by Bill Milliken of Williamsville, N. Y., showed terrific acceleration with the aid of its four-wheel drive and passed everything including the Ferrari into a temporary lead. The Ferrari, sounding most impressive, led after the first lap, followed by the A. J. B., a Healey 100S driven by Allan Millar of Toronto, an Allard, Jaguar and Thunderbird. Fred Allen from Pittsford, N. Y., who did so well here last year, was going nicely in his pretty blue 2660 c.c. Austin-engined special. The Allard dropped out after a few laps. The Healey 100S made great efforts to catch the A. J. B. but could not quite match the special's acceleration. One of the Thunderbirds retired.

Jim Pauley eventually brought the Ferrari over the line first averaging 66.7 mph., with Allan Miller second in the

Jackie Cooper pranged the 100 S but placed well in his events.



Jim Ferguson of Toronto had a field day with the 100 S. Here he's carrying the winner's flag.



Klinck in the Lotus and Holloway in an MG Special dicing on the hairpin.



Healey 100S, the A. J. B. having spun out after holding second place for most of the race. George Schon took a well deserved third place with the Thunderbird.

The second race was 15 laps for Production M.G.s to 1250 c.c.

A Le Mans type start was used. An amusing incident came up as one ambitious driver moved off before the fall of the flag as though he was about to break the four minute mile. He stopped after a few yards, turned back, only to see everyone else commence sprinting to their tars.

It took out a few laps to sort out the T.C.s, T.D.s and T.F.s, after which the race settled down to a close battle between D. Marnell of Toronto (T.F.), Charles Yost, Erie, Pa. (T. C.), Dino Pace Warren, Pa. (T. D.) and David Keppel, Toronto (T. C.). These four cars exchanged positions frequently and finished in the following order—Keppel, Yost, Marnell, Pace.

Winner's average speed 54.2 mph.

The third race of 10 laps was for standard-engined Healey, T. R. 2., and Jaguar XK.120.

Again a Le Mans start was used and the T.R.2.s fairly walked away with the race, taking the first three places.

Without making excuses for the Jaguars, it is only fair to mention that this course, although made interesting from the spectators point of view with extra straw bale corners, does definitely favor a smaller car. But as an

encouragement to owners of more powerful machinery, it is believed the Sports Car Club will cut out the loop and make use of the three-quarter-mile straight in their forthcoming event in August.

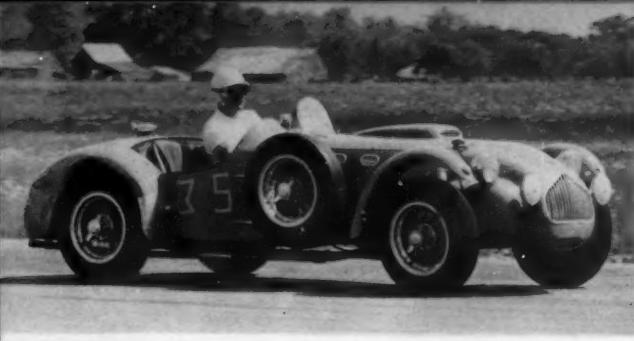
Returning to the race, it became a procession with a well deserved win for Bill Sadler of Hamilton at 61.8 mph. followed by W. Neal also of Hamilton, Frank Hooper, Toronto, third.

The fourth race of 10 laps was for production four-seat passenger cars under 1300 c.c., with a class for cars under 950 c.c.

Peter Dillnut, a consistent performer at Edenvale, led off in his V. W. followed by Francis Bradley also driving a V. W. These two ran with less than a length between them for a few laps, after which Bradley managed to get by and build up a short lead which he held to the finish. Third man home was Jim Fergusson's Nash Metropolitan.

The fifth race of 10 laps was for sports cars up to 1500 c.c.

This produced a tussle between Bill Klinck of Buffalo in his Mark 6 Lotus and Gordon Holloway from Ottawa in his special M. G. which goes very fast. Unfortunately, Klinck overdid things on a fast bend and took to the grass where a deep rut put him out of the running with a bent front axle. A pity, as these two cars were well matched, and would have provided a close finish. The M.G. was followed home by D. Boker of Williamsville,



Donald MacNaughton
from New York driving the very
rapid DeSoto-engined Allard.

N. Y., in a Porsche America, with Bill Mitchell of Highland Park, Mich., third in a 750 Siata.

The sixth race of 10 laps was for sports cars up to 3000 c.c.

The Ferrari had experienced clutch trouble, and could only operate in third and fourth gears. Having to start in third naturally found him left on the line, but once under way he raced through the field and caught the three Healey 100S on the third lap. His lead was short-lived, however, as he spun out and lost a few places. In the meantime Allan Millar led the three Healey 100S, followed by Jim Fergusson, driver, and Jackie Cooper. The latter incidentally ripped one headlight out during a slight prang in practice. Fred Allen was going well in fourth place in the Austin special but eventually retired. Frank Hooper fifth in a T.R.2. After eight laps the Ferrari displaced Cooper in third place, but could not catch the two leading Healeys with only two laps to go. An exciting finish was provided when Jim Ferguson passed Millar and won by a short distance.

The seventh race of 10 laps was for sports cars unlimited.

Once again Jim Pauley made a slow start in the Ferrari and was third at the end of lap one behind Hugh Sutherland's Jaguar XK120. Jackie Cooper held a brief lead in the Healey 100S. The second lap saw the Ferrari pass into the lead which was held without difficulty to the end. In fact the race became a procession with Cooper second, Sutherland third.

The eighth race of 5 laps was for modified or "series" production four-seat passenger cars.

This resulted in a walkover for a much modified Nash Metropolitan driven by Peter Hayes of Toronto, who finished a long way in front of an M.G.-engined Morris Minor driven by V. Petura. Francis Bradley was third in a V. W.

The ninth and last race was a handicap event of 20 laps, being open to winners and placemen of previous races or by special invitation.

The cars were sent off in class order, starting with a little Crosley and a Morris Minor. Jim Fergusson led the trio of Healey 100S at a cracking pace, with the Ferrari trying hard to beat what seemed rather a stiff handicap. Holloway was going well in the special M. G., but pulled into the pits for a short period. He restarted and kept pace with the Healeys of Cooper and Millar.

There was one item connected with Holloway's M. G. that was overlooked by the officials, and could have resulted in an unfortunate incident. The door would not latch, and was blown back, touching the rear wheel. There is no need to speculate further on what might have happened, but he should have been black flagged.

However, the Minor which had been leading on handicap for some laps pulled into the pits and lost a chance

of finishing in the first three. He returned to the fray eventually and motored as strongly as ever. The Healey of R. Sprocket from Ottawa and the M. G. of J. L'Eucy from Quebec both retired.

The Siata 208S driven by G. Arents of Stamford, Conn., went very well, likewise the Junior Siata Spyder of Bill Mitchell, the latter in fact became the leader on handicap with Jim Fergusson rapidly overhauling him. The little Siata pressed on to the end and fully deserved his popular win, followed very closely by Fergusson's Healey 100S. The other Siata 208S finished third, with Frank Hooper's T.R.2. fourth, Allan Millar 100S fifth, D. Marnell M.G.T.F. sixth. The Ferrari finished tenth.

So ended an enjoyable day's racing with the thought in mind that the not so far off future may see an annual Canadian event of equivalent importance to Watkins Glen.

—★—

Jim Pauley was frequently
in the winner's circle
in spite of clutch
and gear trouble.



Bill Milliken's
four-wheel drive
AJB amazed everyone with
its acceleration.

the star / Hasn't Set



Fangio and Moss after having outdistanced the other competitors scream around a seemingly deserted circuit.

IN THE race for the "Grand Prix of the Netherlands 1955," after 2 hours, 54 minutes and 23.8 seconds and after 2 hours, 54 minutes and 1 second the two Mercedes-Benz racing cars with Juan Manuel Fangio and Stirling Moss behind the wheel finished the "1955 Grand Prix of the Netherlands" victoriously. It was a struggle which from the very beginning was dominated by the Mercedes-Benz cars which, on the basis of their excellent qualifying times, stood in the first starting row.

Fangio, who had gotten the best start, led from the first lap, whereas Moss and Kling were passed by the very excellently driving Maserati ace, Musso. Very soon, however, the race became a contest between the two Mercedes pilots, Fangio and Moss, who with a convincing steadiness finished lap after lap, never more than 35 feet apart. Moss, following Fangio like a shadow, displayed driving qualities that were just as smart and magnificent.

Fifteen racing cars had entered the 4th Grand Prix of the year 1955 which was carried out on the 2.5 mile race track imbedded in the sand dunes of Zandvoord. Behind the three Mercedes-Benz racing cars of Fangio, Moss, and

Kling stood the Italian race drivers from Modena, 5 Maserati and 4 Ferrari cars. In the back row were the light-blue French Gordinis.

The race attracted a record crowd which in absolute safety watched the contest from natural grand stands in the sand dunes. The first half of the race ran off at an almost constant pace. The average speeds, under the lead of Fangio and Moss, ran gradually higher and higher. In the 22nd lap the news was flashed that Kling had spun in the so-called "Waldecke" and was off the track. The speed reducing strip of sand which the organizers had put up years ago for safety reasons on the right and left side of the track stopped Kling instantly, and without aid he was not able to get his car back on the race course.

In the 22nd lap, very close to the start and finish line, the American, Gould, in a Maserati spun wildly and caused much excitement among the spectators. In a dangerous maneuver, driving for a moment against the course, he was able to get his car started again, but was out of the race.

In the beginning, the Maseratis and Ferraris kept well up with the cars from Unterturkheim.

After about half of the race it started to rain lightly, the by-then already evident superiority of the Mercedes-Benz racing cars became apparent.

Whereas on the dry track the team of Fangio and Moss gained at least half a second each lap from Musso in the Maserati who was really the only one to put up the greatest resistance, they gained two and more seconds per lap on the wet track.

At 50 laps an average speed of more than 90.723 mph. was calculated for Fangio and Moss (Ascari in 1953—81.042 mph.). After half of the race only the young Italian Musso in the Maserati, well known from sports car races, was still in the same lap with Fangio and Moss, while

all the other drivers had been overtaken from one to five times. In the 67th lap Trintignant in the Ferrari had to give up; also Manzon in the Gordini had to quit. Fifteen laps before the finish it stopped raining and the breezes coming in from the sea dried the race track very rapidly. The lead Fangio and Moss had before Musso had become a good half lap in the meantime. At the finish of 100 laps only nine cars were still in the race.

With only a few feet between them Fangio and Moss approached (to the great applause of the more than 50,000 spectators) the finish line, where they were flagged by the President of the Sports Committee of the Royal Automobile Club of the Netherlands, van Harem. With this new two-fold success, confirming the victory of Spa, the "Grand Prix of Belgium," Fangio has gained a decisive advantage in the world championship classification. He is now leading with 27 points, well ahead of Moss with 13, Trintignant with 11, and Farina with 9 points.

The fastest lap was driven by the Argentine Mieres in the Maserati who covered it in 1 minute and 40.9 seconds.

The Official Results

- | | |
|--------------------------|-------------------------|
| 1. Fangio, Mercedes-Benz | 2:54:23.8 = 89.647 mph. |
| 2. Moss, Mercedes-Benz | 2:54:24.1 = 89.641 mph. |
| 3. Musso, Maserati | 2:55:20.9 = 89.153 mph. |
| 4. Mieres, Maserati | 1 lap behind |
| 5. Castellotti, Ferrari | 3 laps behind |
| 6. Behra, Maserati | 3 laps behind |
| 7. Hawthorn, Ferrari | 5 laps behind |





Mrs. L. L. Warren surveys realistic motor show featuring the tiny replicas of Victory Industries.



Admiral Mountbatten and his wife get a laugh from the scale model, battery driven automobiles.

MIKE-Y

MOTOR SHOW

The show includes a Triumph, an Austin, a Morris, an MG, a Vauxhall, and, not shown, a Jaguar.



IN THE tradition of the Turin, New York, Paris and other motor shows, a unique exposition was held this year by Victory Industries of England. The exhibition consisted entirely of model cars—but what models! Starting with MG and on through the list, these built-to-scale miniatures boast most of the attributes of their life size counterparts.

Ingenious battery-driven engines power the little cars and it is even possible to change gears. Victory is now working on a remote control series which promises to be truly remarkable.

The models are powered by an engine designed and developed by the firm, for which world patents are pending. It is called the "Mighty Midget" and incorporates an entirely new principle in armature construction. The engine measures only 1-3/16 inches to the top of the motor case, has an armature speed of 4,000-6,000 revolutions per minute and a countershaft speed of 650-1,000 revolutions per minute. It provides hours of continuous running on 2-inch by 1-inch flashlight batteries, and is supplied complete with 7-to-1 reduction gears, pulley, etc.

The model designers work to drawings supplied by the motor companies. In the case of the Vauxhall "Velox," drawings were supplied to the model makers while the car

was still on the "secret list" and a model was "unveiled" at the London motor show at the same time the car was presented to the public.

Shortly going into production is a model of the Jaguar XK. Some of the models are started off by a turn of the spare tire mounted on the back; others by moving the exhaust pipe.

The speed of each model is in scale with the top speed of the original. In the case of the Triumph T.R.-2 sports car, for example, scale speed is at 90 miles per hour. All models have true Ackerman steering and are fitted with reversing gear.

One of the finest models in the range is the MG series "TF" of 1/16 inch scale, measuring nine inches in length.

The company employs a highly-skilled model maker, who first makes a pattern cut from wood blocks to the same outline as the original. The next step is to make the prototype in the materials in which the actual production models will be made. This is normally either acetate or polystyrene.

About 100,000 models were made last year of which about 50 per cent were exported to practically every country in the world. The firm is now working on development of remote control by radio of models.



OCTOBER '55

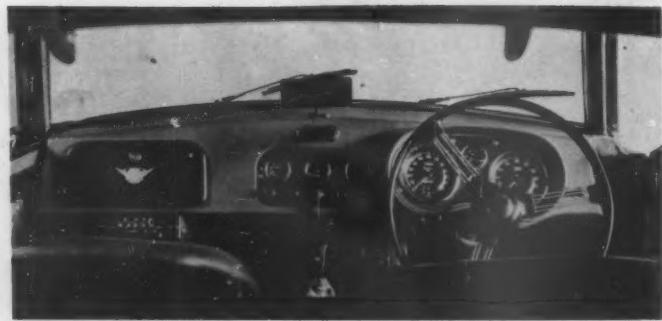
two
liters

terrific /

the AC Ace and Aceca



The AC Aceca coupe has created enough commotion to overwhelm its conservative builders.



Beauty is more than skin deep and the Ace (above) proves it can easily top the magic three-figure mark but beauty is not neglected as witness the instrument panel of the Aceca (left).

Photos by Bob Mottar

Suited to the typical narrow, winding English roads the completely independent suspension makes driving a real pleasure.



The English firm, A. C. Cars, Limited, of Thames Ditton, Surrey, could well be likened to an old hen which has become slightly ruffled by the public reaction to the new type egg she's started laying. As one of the more conservative of the British motor car builders, the enthusiastic reception of their new cars, the "Ace" and "Aceca," has shocked them to the degree that they're now considering increasing their long-standing weekly production of six automobiles to a full dozen!

The present firm was founded in 1904 and the initials "A. C." come from "Auto-Carrier," the first product built by Autocar and Accessories, Limited, as they were then



From any angle the Ace is one of the world's most handsome machines and functions as well as it looks.

known. The Auto-Carrier was a unique vehicle designed by John Weller, one of the first partners. Built to infringe on the rights of the horse-drawn cart, it consisted of a tricycle drawn by a 5.6-horsepower, single-cylinder engine over which the driver sat, steering by tiller. Mounted between the front wheels was a box of adequate girth to carry all but the most unshapely loads. Many progressive businesses at that time tried, liked and bought them. A. C. has been in business ever since.

Though modified over the years, the six-cylinder engine powering the new A. C.'s springs from another of Weller's designs which he produced in 1919. Among other things it had the world's longest endless chain working its cams from the drive shaft for which Weller had also developed a unique spring plate tensioner, a simple device which surprised everyone by working quite satisfactorily.

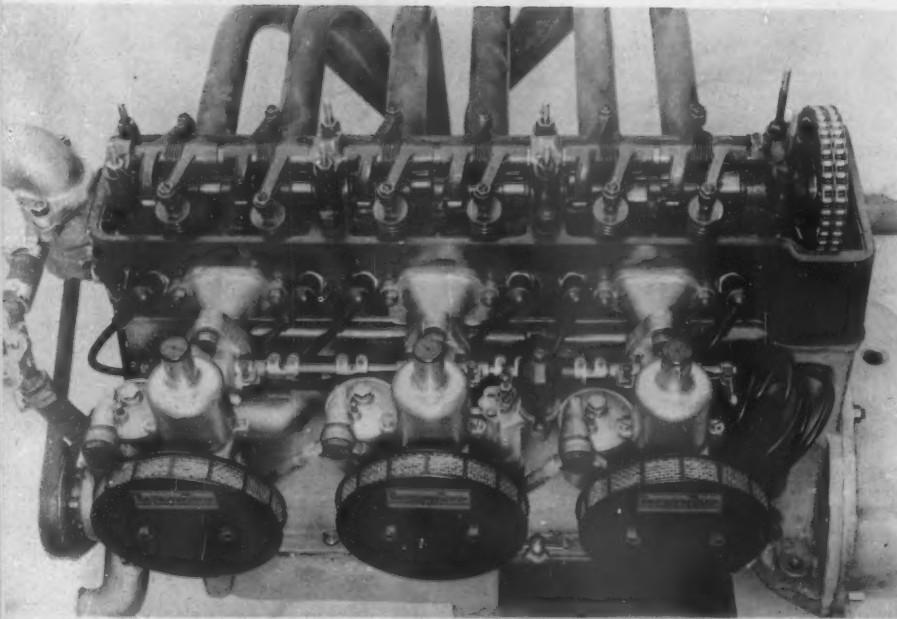
The firm is constantly experimenting with new engine designs though they claim they're contemplating no changes in the current engine in the foreseeable future.

—★—

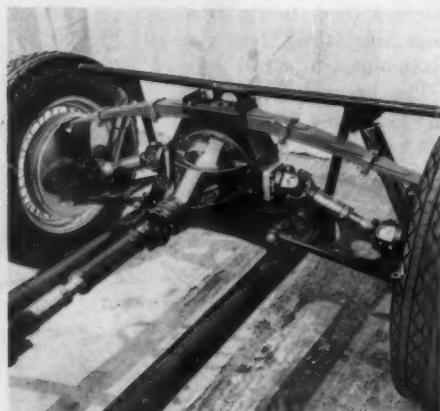
1. The hand-fitted Ace and Aceca are assembled with the same care and individual pride that made the company famous.
2. Not the least of the car's individuality is the six-cylinder engine.
3. Typical too is the single unit frame and differential.

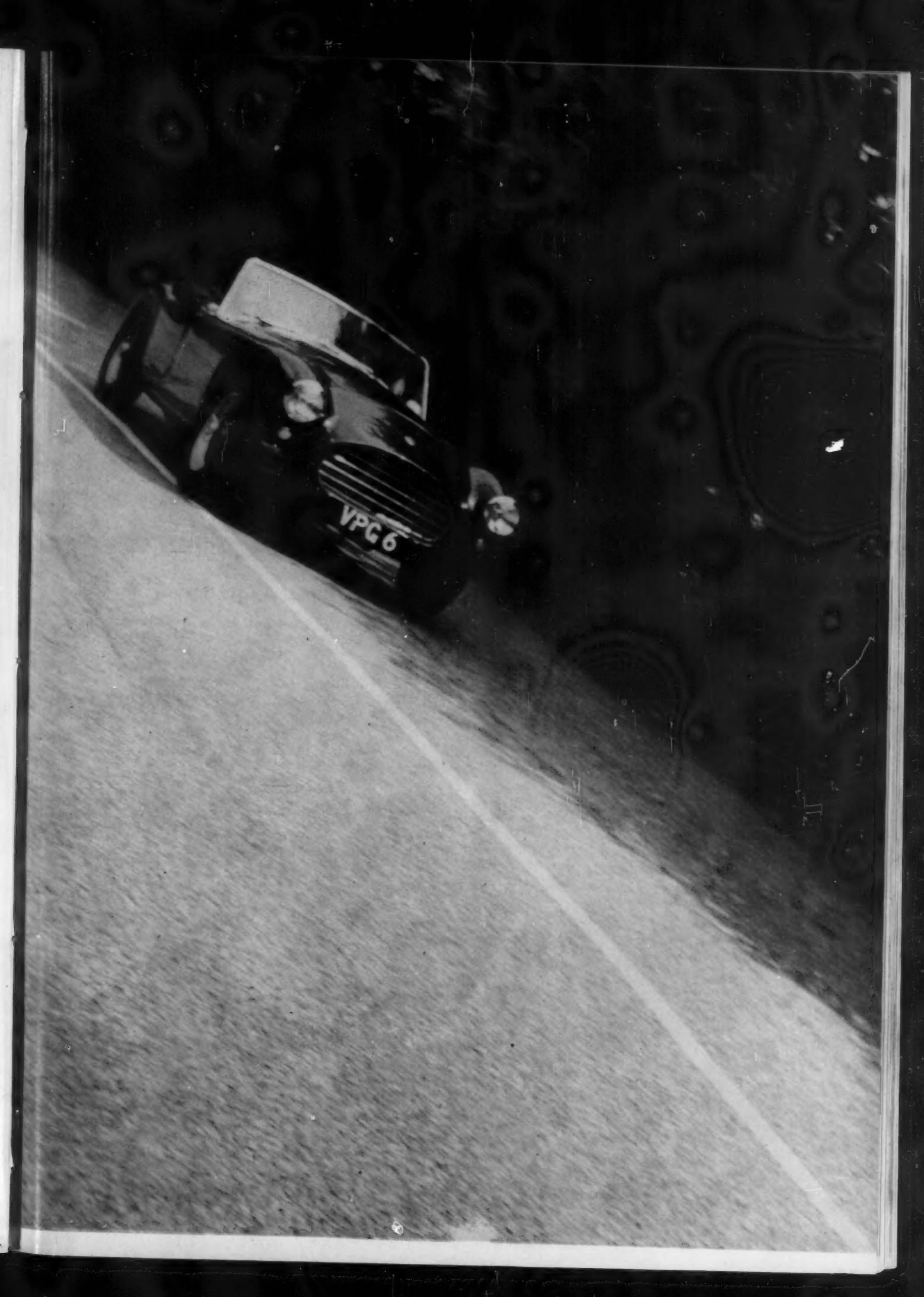


2



3





VPC 6

recipe for

BY M. B. CARROLL, JR.

TAKE one smooth 5.4-mile stretch of twenty-foot wide blacktop, fold in eight U-turns, two ninety-degree lefts, a downhill S-turn, and at least one decreasing radius right turn that looks faster than it is, season liberally with fast bends and a straight or two, add fifty sports cars, place on an 18 per cent slope and serve under Vermont sunshine at 92 degrees. Good? Man, it was the fastest!

It was the fastest for Bill Lloyd and his 3000 cc Maserati and only slightly slower for John Meyer and his venerable, powerful Meyer Special. Bill's new record, reduced 10.5 seconds from his 1954 record of 5.04.0, now stands at 4.53.5, an average of 66.2 miles per hour, a pace that would not be loafing even if the course were level. Meyer, who won the event held by the Connecticut Sports Car Club on the same course in May, had to be content with a very respectable second overall and first in the unlimited class, at 4.58.7, 5.3 seconds faster than Lloyd's old record, made in a Ferrari.

Actually, these times, impressive though they may be, do not sum up the outstanding performances by any means—Tippy Lipe's new class F record of 5.18.8 in his Pooper (Porsche engine—Cooper chassis—streamlined envelope body) is not likely to fall before even the most determined assaults of the OSCA and Porsche 550 drivers in the near future. Billy Eager's drive in his Lester MG at 5.25.0 and Duncan Black's 5.33.0 in a similar car relegated the fastest Porsche to a fourth in class, a position not usually occupied by these cars.

Because there were only two cars in what would normally be Class E Production, the Morgan and the Doretti ran against the Austin Healeys (including the new louvered bonnet model with the Le Mans kit) in Class D Production. The Doretti suffered accordingly, but Andre, driving beautifully, negotiated the distance in a fabulous 5.55.0 to capture first in class and continue the winning streak

Phil Cade bobbed slightly in the Maserati during the morning runs.

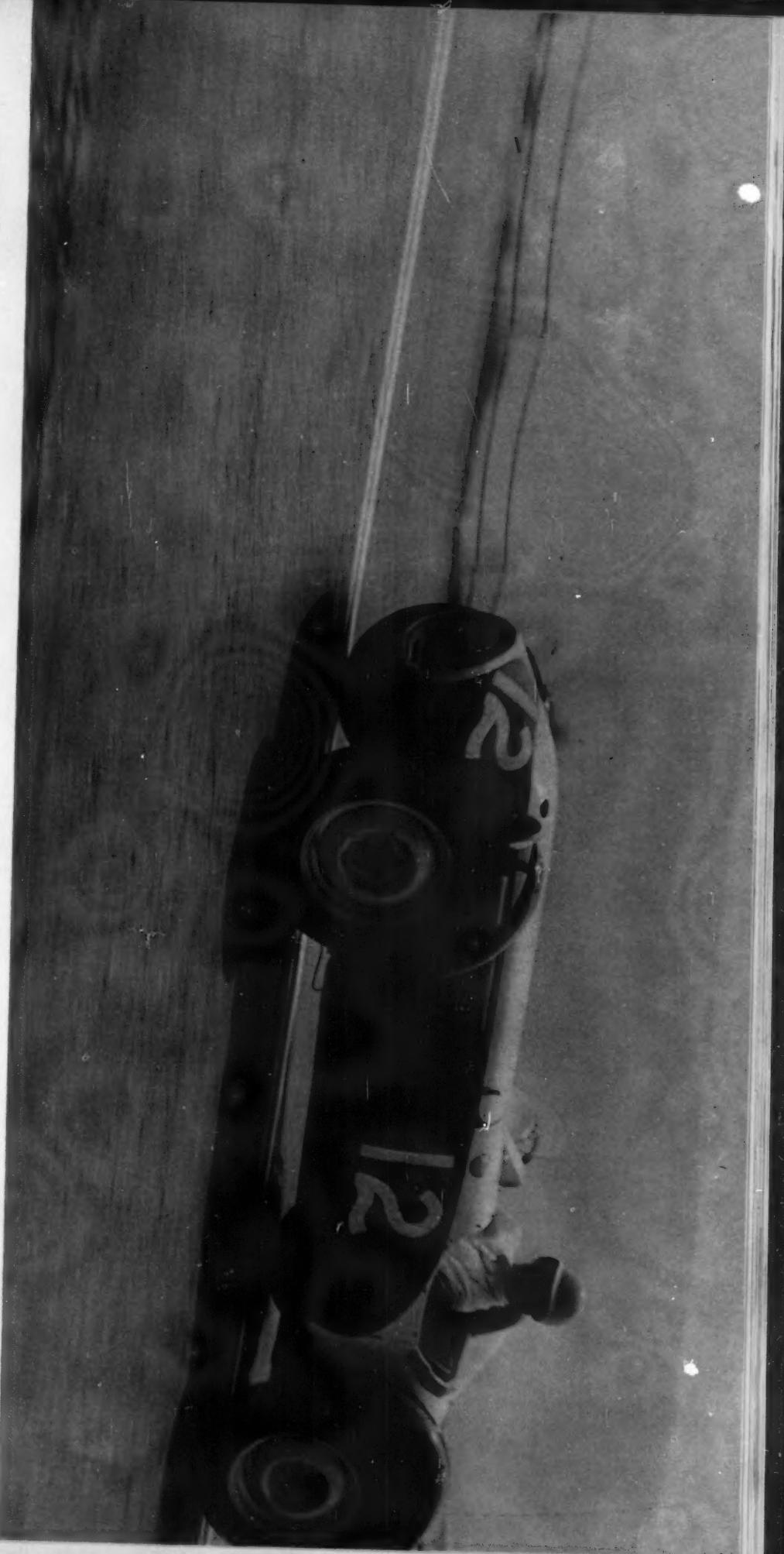


Lloyd set new record of 4:53.5, at 65 mph.

Lloyd takes the checkered flag at Summit.



UP





the Morgans have enjoyed whenever pitted against the Austin Healeys.

Knight's 5.28.2 in his XK-120-M proved the value of studying a course. Running sans air cleaners, and with the hood of his car blocked open at the rear to facilitate cooling in the 92-degree weather, "Doc" ran in Class C Modified, thus making Harry Carter's 5.31.6 run the fastest of the production class C cars, but piling fuel on the XK-140-MC vs XK-120-M feud, nonetheless.

Traver McKenna proved that the Healey 100S is almost a match for the XKS, even on a course where inches and torque pay off, by running up in 5.38.0 for a second in Class D Modified (with the Maserati in the same class, what else could he expect?). This time compared favorably with all but the two aforementioned XKS, and, given a bit more time to get used to his mount, it is very reasonable to expect that Mac could bust 5.30 without too much trouble.

Of particular interest in the 100S-Jaguar discussion is Evelyn Mull's time of 5.50.7 in her XK-120-M coupe against her husband's 6.08.1 in his 100S. I hope they are still speaking. Evelyn is a fine driver and has probably explained to John that, after all, inches are what count in a hill climb—didn't the XKS beat even McKenna's time in his 100S?

In the smaller classes performances were, engine size considered, just as brilliant as in the larger classes. Pupilidy and Bastrup, forced by a lack of entries to run their 1100 cc cars against the 1500 cc class F entries, nonetheless had a nip-and-tuck battle for sixth in class. Pupilidy came out on top but, in all fairness, it should be mentioned that Bastrup's 6.04.5 practice run was the fastest time actually turned by either of the two cars.

Lake Underwood, in a Porsche American Speedster, completely dominated the Class F Production group. His confident handling of his car through the decreasing radius turn into the first parking lot and the ninety-degree left out of it was a pleasure to watch and his time of 6.19.0 was 18.8 seconds faster than the second place car driven by Lawrence. Lawrence lacked neither skill nor nerve; however, his America Convertible was no match for the lighter Speedster.

Sprigg's G Production class winning time must have been made by bolting the accelerator pedal to the floor and throwing away the brake. Whether or not this is true, he ran his MG TD up in 7.26.9, fifteen seconds ahead of Willard's TC and, by this writer's observation, Willard was not loafing.

McKenna's 100S took second to Lloyd who left the streaks of rubber visible on the road.

Mt. Equinox Hill Climb Results

Overall

Driver	Car	Class	Best Time	Class	Position	Overall
Lloyd	Maserati	D	4.53.5	1	1	
Meyer	Meyer Spcl.	Unlim.	4.58.7	1	2	
Weaver	Maserati	Unlim.	5.02.3	2	3	
Rutherford	Chry.-Allard	Unlim.	5.04.6	3	4	
Grey	Cad.-Allard	Unlim.	5.07.4	4	5	
Lipe	Pooper	F	5.18.8	1	6	
Cade	Maserati	Unlim.	5.23.3	5	7	
Eager	Lester M.G.	F	5.25.0	2	8	
Knight	XK-120-M	C-Mod.	5.28.2	1	9	
Carter	XK-140-MC	C-Prod.	5.31.6	1	10	
Black	Lester M.G.	F	5.33.0	3	11	
McKenna	Healey 100S	D-Mod.	5.38.0	2	12	
Persin	XK-120-M	C-Prod.	5.39.9	2	13	
Hunt	Porsche 550	F	5.40.7	4	14	
Constantine	XK-120-M	C-Prod.	5.41.1	3	15	
Wylie	XK-140-MC	C-Prod.	5.42.3	4	16	
Brewster	Healey 100S	D-Mod.	5.44.0	3	17	
Proctor	Porsche 550	F	5.44.1	5	18	
MacKenzie	XK-120	C-Mod.	5.46.2	2	19	
E. Mull	XK-120-M	C-Mod.	5.50.7	3	20	
Andre	Morgan	D-Prod.	5.55.0	1	21	
Densmore	XK-120-M	C-Prod.	5.57.1	5	22	
Appleton	XK-120-M	C-Prod.	6.04.0	6	23	
Pupilidy	VW Spcl.	F	6.04.8	6	24	
Buick	A-H 100	D-Prod.	6.05.0	2	25	
Bastrup	Lotus	F	6.05.1	7	26	
Darrin	Stude.-Darrin	C-Mod.	6.06.9	4	27	
J. Mull	Healey 100S	D-Mod.	6.08.1	4	28	
James	Super Spdstr.	F	6.09.6	8	29	
Trump	Siesta	D-Mod.	6.11.9	5	30	
Poole	PBX	H-Mod.	6.17.2	1	31	
Kerberger	A-H 100	D-Prod.	6.18.0	3	32	
Underwood	Amer. Spdstr.	F-Prod.	6.19.0	1	33	
Richards	B.M.W.	D-Prod.	6.23.3	4	34	
Vilardi	PBV	H-Mod.	6.24.0	2	35	
Bauscher	Doretta	D-Prod.	6.34.2	5	36	
Lawrence	Amer. Conv.	F-Prod.	6.37.8	2	37	
Hastings	Amer. Coupe	F-Prod.	6.42.8	3	38	
Barrows	Amer. Coupe	F-Prod.	6.54.9	4	39	
French	Amer. Spdstr.	F-Prod.	6.55.3	5	40	
Fleming	Amer. Conv.	F-Prod.	7.18.7	6	41	
Herzog	Amer. Coupe	F-Prod.	7.18.9	7	42	
Sprigg	M.G. TD	D-Mod.	7.20.3	6	43	
Bird	Alfa-Romeo	G-Prod.	7.26.9	1	44	
Deane	Amer. Coupe	F-Prod.	7.37.6	8	45	
Willard	M.G. TC	G-Prod.	7.41.9	2	46	
Cornell	M.G. TD	G-Prod.	8.09.4	3	47	
Masumoto	M.G. TD	G-Prod.	8.14.0	4	48	
Stetson	Crosley	H-Mod.	8.16.5	3	49	
Henly	M.G. TD	G-Prod.	8.18.2	5	50	

—☆—



The Firestone super sports 170 tires got a real baptism in fire on the winning Jaguar at Sebring.

A NEW high-speed sports car tire that is said to combine increased traction, greatly improved tread wear, and improved lateral and forward stability has been introduced by The Firestone Tire & Rubber Company.

The tire, called the Super Sports 170, is claimed to be the answer to thousands who have been asking for an American-made sports car racing tire. Its safety features and wear characteristics, tested in the difficult 12-hour race over the highly abrasive 5.2-mile cement and blacktop course at Sebring, Florida, brought resounding praise from drivers and pit crews.

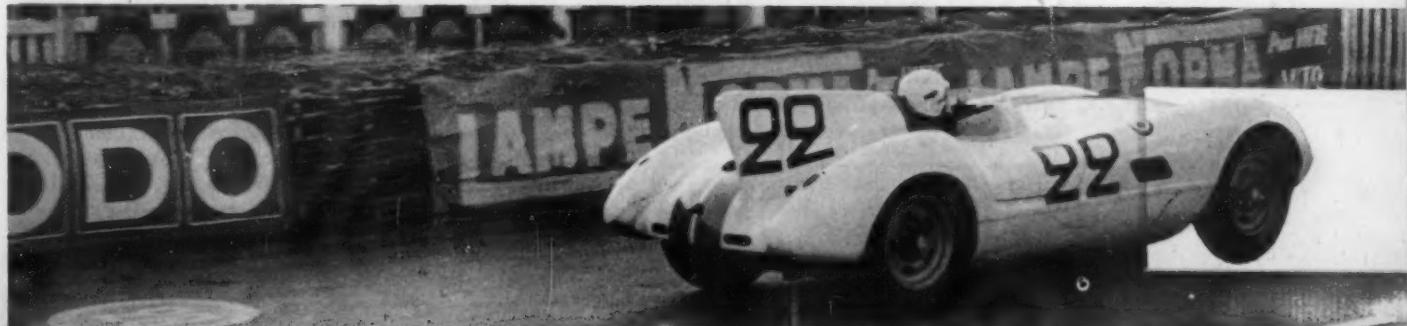
The racing tire is of nylon construction. The tread and sidewall are of special compounds developed as a result of tests conducted on the Indianapolis Speedway and the Bonneville Salt Flats, as well as extensive testing in actual sports car races.

The individual tread units of the new tire are knitted together with tie bars which make the tread pattern operate as a single unit.

The new Super Sports 170 is designed for use with a tube pending development of suitable air-tight racing wheels. But it has already been successfully tested as a tubeless unit.

The projected sales price is approximately \$30.

U.S. Sports Car Tires



the
jensen
sports



One of the few mass production plastic-bodied automobiles in the world is the Jensen 4-liter saloon.



The model 541 introduced at the international motor show gives sedan capacity with 100 mph.—plus performance.

SINCE the introduction of the Jensen "Interceptor" a few years back, the cars have created a bit of a stir in both England and America. The previous models, two-door sedans and convertibles, while having exceptionally good performance, still just missed being sporting machines. They were a bit too large and while they did provide considerable room for passengers and luggage, they did not convey the idea that they were anything other than transportation. The new 541 on the other hand is a sports car and a good looking one, too. With the same power plant, a considerably lighter and more wind cheating body, the 541 will cover the ground in large gulps.

The six cylinder, four-liter engine, while letting the car cruise comfortably along at 100 mph., still gives 23 to 28 miles to the gallon. On an open road two miles can be put into

each minute without straining the components.

There are two different gear ratios available for the cars and an optional overdrive, the use of which can yield some pretty respectable figures, covering a standing quarter mile in just a shade over 18 seconds, and reaching 60 through the gears in 10.7.

And better still, the back seat (or luggage space) is designed as occasional seating for two *adults* rather than midgets or children. The car is comfortable in either the front or back and should be welcomed by rallists, since the instrumentation is complete and the low center of gravity, coupled with independent suspension at the front gives a fine ride.

And if you want extras, there is speed equipment available from the factory, as are high speed lights, special colors and made-to-order leather interiors.



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WITH ROTARY POWER SPRAY

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YOU! 10 CAR
WASHES!**

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ALSO send.... Large Size package of magic pellets of \$1 each — enough for 24 car washes. Send pkg. reg. size or 59c each for 12 washes.



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**3 FOOT TELESCOPE HANDLE
3 SECTIONS! MAKE IT L-O-N-G or SHORT!**

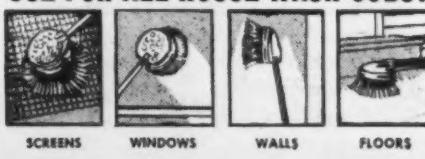
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**SEE IT IN ACTION!
TRY—BEFORE YOU BUY!**

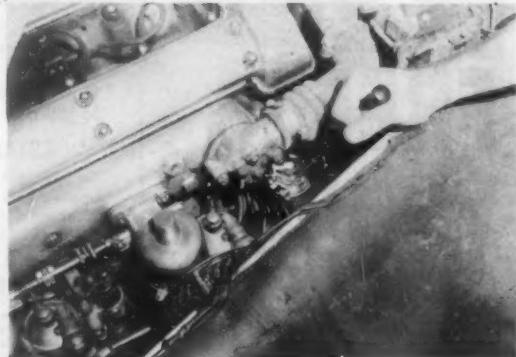
Use, try, test an AEROMAT any way you like for 5 days. See the ROTARY SUDS ACTION thru the VISIBLE HEAD. See how it dissolves road sludge and dirt with practically no work! Then, if you're not thrilled in every way, return to our factory for immediate refund of your 1.98 — no questions asked! Rush coupon now for free trial — no obligation. It's not a sale until you've tried it and agree it's simply amazing!

USE FOR ALL HOUSE WASH JOBS!





A Jaguar coupe gets in the spin of things in a California race.



A long screwdriver lets you set the points without getting burned.



Tune-up testing equipment is used for setting spark.



In checking spark advance look for "leaking" wires.



J SOUP for the Jaguar

By STEVE SPITLER

THE tuning of the Jaguar XK series is not as difficult as it is with many cars, due mostly to the factory's interest in racing. At one time or another, almost every possible setting has been tried on these cars, both in ignition and carburetion so the builders have been able to publish very positive specifications for speed tuning.

With the Jaguar, there are no such instructions as "set the timing to a light ping on the road." Instead, any variation from the setting recommended has been found to give very bad results somewhere in the speed range.

The first thing to consider, and the only variation from a factory setting, is in the spark plugs. The original Champion plugs supplied with the car seldom last more than 500 miles, even if the owner is careful on his break-in period. A good replacement for these is the KLG plug. An FE50 is best for around town use, and an FE80 for competition. Compromise plugs, such as the FE60 and 70, are recommended if a careful check of the plugs shows too much overheating. The FE70, while very good for road use, will load up in town, unless maximum revs are given the engine occasionally.

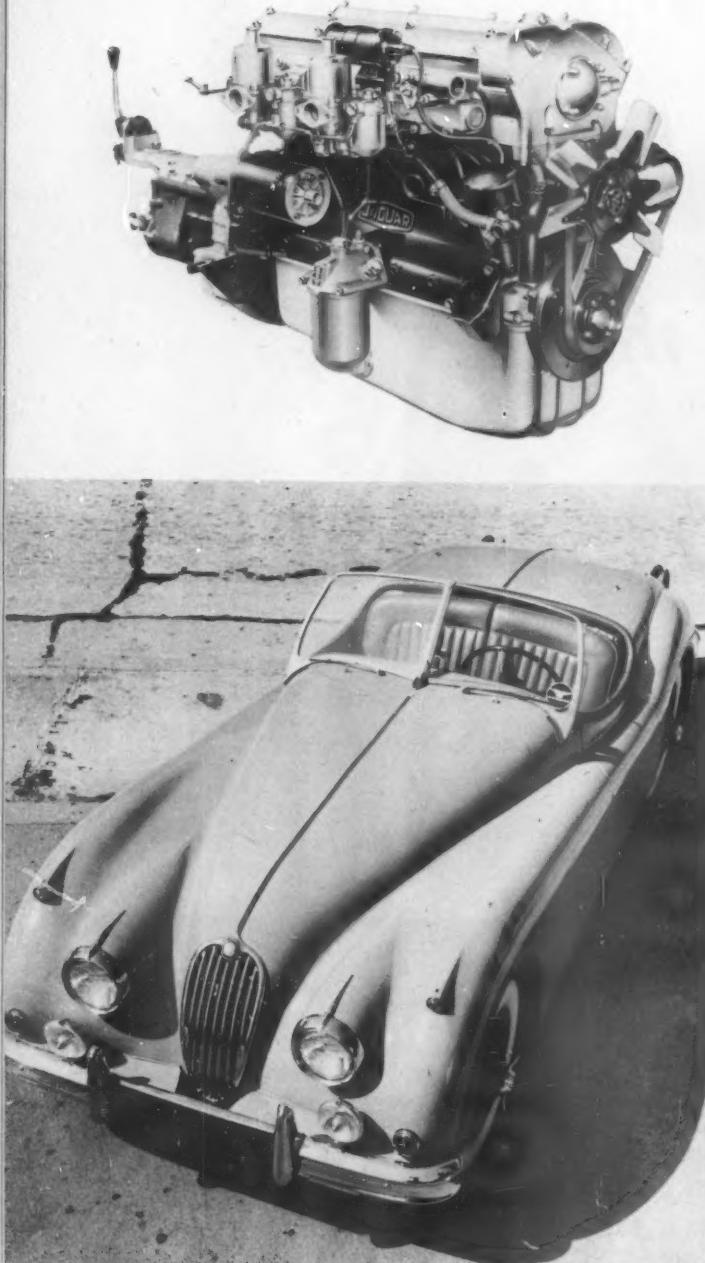
The variations from factory setting mentioned earlier

is in the plug gap. The .022 setting will not give a smooth idle. But if the plugs are gapped at 25 thousandths, a smooth idle can be obtained at 500 for the MK VII model, 600 for the stock XK, and 650 for the modified machines. For competition, the plugs should be re-gapped after tuning to .022, or several hundred revs will be lost in top gear, but only on top, and no power is lost in the lower gears. The Champion equivalent to these plugs have such a narrow heat range that plugs which are usable in town will burn up on the road, and vice versa.

The second department to check in tuning is the one which delivers the spark to the plugs. While not a large department it is very important, due to the fact that ignition wires which look good may still be "leaking" at full load. Any wire which shows signs of corrosion or cracking should be replaced. Another check is to rev up the engine at night, with no light under the hood. Wires which are shorting out will show a blue corona wherever they are passing current to a ground, current which could be used at the plug to much greater advantage.

As for the coil, if an owner suspects that this component has gone sour, the best thing to do is to take the car to a shop with an ignition analyzer. Unless you are prepared to change coils and re-check performance, this is the only

The Jaguar engine is a prime example of precision engineering.



The 140 features a larger amount of chrome fittings.

way of testing for a weak spark output.

For delivering current to the coil, the distributor is the next consideration. A set of points which are grey over their entire surface with no pits, are perfectly serviceable. However, any corrosion or pitting will call for new points, while extreme pitting usually indicates the need for a new condenser. Once again, an ignition analyzer can show up such a fault if the owner does not wish to change components.

For point setting, the recommended .012 inch is acceptable, but a meter which shows a dwell setting of 38 degrees is much more accurate. Also, always set your points *first*, as changing the points setting will alter the timing. On a Jaguar, a very long screwdriver will reach the points easily, without burning an arm, or getting a hand in the way.

Whatever else is done, the factory setting as regards timing should be rigidly followed. For XK120, and XK120M and MK VII models, the timing should be set at 7 degrees or $2\frac{1}{2}$ teeth above the mark on the case. For the XK140 and XK140M cars, an altered distributor gives a setting of 10 degrees or three teeth. These settings can be made with the click adjuster on the distributor, with the engine at idle.

As for the carburetors, the U. S. instruments fitted to the Jaguar should give absolutely no trouble once properly set. On the very late XK120's and on the XK140 models, set the float arm to a distance of $\frac{1}{2}$ inch below the lip on the float chamber cap. On the earlier cars, the setting was $\frac{3}{8}$ inch. Here again, attention should be paid to wear on the various parts. In particular wear on the float needle will produce gas leaks and will cut mileage to an alarming degree.

The slides should next be checked for dirt, looseness or wear. The slide caps should never be wiped out dry, but should be washed out to prevent scratching.

The shoulder of the needle should be even with the bottom of the slide. This is not necessarily the center boss, but on a flat (with a ruler, etc.) with the bottom of the slide itself.

Then, with the slides assembled and checked for freeness, the dashpots should be filled with a light oil and the dampers tightened down.

And so to the final stage. With both air cleaners off, listen to the hiss of air in the inlets. With the linkage loosened, set the throttles so that an even hiss is obtained on both carbs, then lock up the linkage and re-check. Once they are drawing evenly at idle, it is a simple matter to adjust the mixture. On all but the early Jags, a vacuum fitting is provided on the rear of the manifold. Slipping off the tube to the windshield washers, any sort of vacuum gauge can give an accurate enough reading to synchronize the mixture settings. With an adjustment of the mixture screws of about $1\frac{1}{2}$ turns down from full stop for a beginning, turn the screws up, for leanness, until a maximum vacuum is obtained. Then back off slightly and adjust the other carb. Adjust first one and then the other, until a maximum reading can be obtained. In the absence of a vacuum gauge, set to the leanest mixture possible, while still keeping a smooth idle. Don't be shocked at a vacuum reading of only about 17 inches. The proper setting on the distributor will only give you about this much, while adjusting the timing to give a higher reading will only cause missing on the upper end.

If, after all the above, you can't get 5500 revs on top gear, it's only because you don't have room . . .





Buyer's Briefing

By BOB YOUNT

I BELIEVE that somewhere there is a car that would be the perfect machine for me. A car that in every respect is exactly what I want. The fact that I am unable to locate it is of little matter since I would be unable to locate the money for its purchase. Consequently I compromise on the one which has the greatest number of desirable features but is still within my price range. Even so, finding that car is no easy matter. The off-hand odds are about a million to one that you are in the same predicament. Most Americans find their solution in the ownership of a *Made in USA* type, but some have needs and/or desires not fulfilled by indigenous manufacturers. We must, not out of any un-American attitude but because of our needs and desires, turn to foreign makes.

By owning a sports car you derive a pleasure that will not be found in any other manner. To this you add the fact that the car will provide excellent transportation for

MG	TF-1500	S	1,466	65	33	94	4	65	2	25	SC	4	3	1,995	Hambro Trading Co.
	Magrette	ST	1,489	60	45	102	4	60	4	22	H	3	3	2,495	17 E. 54th St.
	Le Mans	S	1,489	—	—	—	—	—	—	—	—	—	—	—	New York 22, N. Y.
Morgan	Plus 4-TR	S	1,991	90	28	96	4	70	2	25	SC	4	3	—	Fergus Motors
	44	ST	2,088	68	32	—	4	60	4	26	SC	3	3	—	1700 Broadway
Morris	Minor Sed. Conv. Sta. Wagon	E	803	30	66	86	4	50	4	32	H.C	4	3	1,445	Hambro Trading Co.
															17 E. 54th St.
															New York 22, N. Y.
O.S.C.A.	MT-4	R	1,092	85	22	87	4	80	2	15	R	5	2	7,200	Momo Corp.
															39-49 55th St.
															Woodbridge, N. Y.
Porsche	Continental Super. Speedster	S	1,488	70	29	83	4	80	2-4	30	H.C	4	3	3,445	Hoffman
		S	1,488	55	34	83	4	70	2-4	30	SC	4	3	2,995	443 Park Ave.
															New York 22, N. Y.
Renault	4-CV	E	748	21	70	825	3	45	4	35	H	3	3	1,195	Renault of France
															270 Park Ave.
															New York 17, N. Y.
Rover	90	T	2,638	90	38	111	4	65	5	22	H	3	4	3,400	Rootes Motors
															505 Park Ave.
															New York 22, N. Y.
Siata	208-S	S	1,996	105	21	90	4	85	2	20	SC	5	2	5,300	Tony Pompeo
															1877 Broadway
															New York 23, N. Y.
Singer	SM Roadster	S	1,497	58	34	91	4	65	4	22	SC	3	3	2,195	Fergus Motors
															1700 Broadway
															New York 14, N. Y.
Sunbeam	Alpine MK III Sed. Conv.	ST	2,267	80	40	97	4*	70	2	22	SC	3	3	2,699	Rootes Motors
		T	2,267	80	41	97	4*	70	4	22	C.C.	3	3	2,675	505 Park Ave.
															New York, N. Y.
Triumph	TR-2	S	1,991	90	25	88	4*	80	2	30	SC	4	3	2,448	Standard-Triumph Co.
															99 Park Ave.
															New York, N. Y.
Volkswagen	Delux	E	1,192	30	62	94	4	60	4	33	H.C	3	3	—	Southern Volkswagen

CAR BUYER'S GUIDE

Make	Model	Type	Disp. cc.	Hp.	Lbs./Hp.	Wheelbase	Transmission	Cruising Speed	Number of Passengers	Mpg.	Weather	Road	Reliability	Distributor or Agent
Aston Martin	DB-2-4	ST	2,996	180	NA	99	4	90	2-4	17	C	4	3	\$5,860
Austin	A-50 A-40	E E	1,489 1,200	60 42	42 61	99 99	4 4	60 55	5 5	28 31	H-C H-C	2 2	3 3	1,895 1,895
Bentley	Continental Sportsman	ST	4,566	NA	NA	120	4**	90	5	15	H	4	5	J. S. Inskip 304 E. 64th St. New York, N. Y.
Ford	Anglia Consul Zephyr	E E E	1,172 1,508 2,262	36 47 71	52 53 39	87 100 104	3 3 3	45 55 60	4 5 5	32 26 23	H-C H-C H-C	3 3 3	1,398 1,618 1,819	
Healey	Austin 100	S	2,660	90	27	90	300	80	2	20	SC	4	3	2,985
Hillman	Minx Husky	E E	— 1,265	47 39	50 58	93 84	4 4	60 50	5 4	28 30	H-C H	2 2	3 3	1,699 1,445
Jaguar	140 MC 140 Coupe D Type MK VII	S S R T	3,442 3,442 3,442 3,442	210 190 250 190	14 16 7 21	102 102 90 120	4 4* 4 4**	100 90 115 80	2 2.4 2 6	16 16 R H	SC H-C R H	4 4 2 3	3,795 3,895 — 4,275	
Maserati	A6GCS	R	1,988	250	7	91	4	100	2	15	R	5	2	7,000
Mercedes	300 S 190 SL 300 SL	T S SR	2,996 1,897 2,996	150 125 240	27 20 11	114 94.5 94.5	4 4 4	90 90 110+	4 2.3 2	16 20 12	* C H	3 NA NA	4 NA NA	12,000 3,888 6,880
														Momo Corp. 39-49 55th St. Woodbridge, N. Y.
														Mercedes Corp. 443 Park Ave. New York 14, N. Y.



Alfa 1900 Super Sprint

two people and you have the reason for their popularity. Some sports car owners requiring second cars turn again to European vehicles because of their better handling and maneuverability. This I feel justifies the inclusion of other than sporting types in this article.

For the prospective purchaser of foreign cars I have selected those cars which are the most frequently seen plus a few representative examples of luxury sports touring and outright sports racing machines. These are for the most part readily available in this country.

The chart presented here is designed to cover the most important or first considerations of the average buyer. It is to help you consider where to make your personal compromises. If, when you get ready to buy, you still have unsolved problems, talk them over with the salesman. Most of the foreign car salesmen, unlike the pushers of Detroit's stereotyped lorries, know their products inside and out.

The cars listed here are the standard model unless otherwise indicated. In many instances, particularly in the case of sports cars, there are a number of options in specifications of a single model. By varying engine tune, gear ratios and body style the total performance picture is changed. When individual reports are given on various cars I will endeavor to present all the available options and the effect they have on the car.

TYPE: the cars are grouped as S—Sports, ST—Sports Touring, SR—Sports Racing, E—Economy, and T—Touring. I feel that a sports car should be suitable for everyday use and yet capable of making a creditable showing in competition.

DISP: Engine displacement in cubic centimeters. One liter (1000 cc) is approximately 61 cubic inches.

H. P.: Horsepower as quoted by the maker.

LBS. HP.: Dry weight plus 250 pounds for driver and fuel divided by horsepower. The lower this figure the better the acceleration as a general rule. Of course, the number of gears and their ratios as well as torque will have an effect on performance.

WHEELBASE: Expressed in inches. Will give a comparison of size and usually the shorter wheelbase is easier to park.

TRANS.: Transmission. The figure represents the number of forward speeds. *—Overdrive available. **—Automatic transmission available. OD—Overdrive standard.

CRUISING SPEED: That maximum, sustained speed at which the engine and drive train are in a state of balance and smoothness and at which the engine is not being overworked.

NO. OF PASS.: The number of uncramped adult passengers the car will accommodate. In the case of some sports cars there is a hyphenated figure. The first represents the adults carried in comfort while the second represents the number of children—or adult midgets.

MPG.: Miles per US gallon achieved in normal usage, but in a good state of tune and repair.

WEATHER: This column is meant to afford some idea of the weather protection provided by the car. Sports racing cars are not concerned with this problem but all other cars have heaters as standard or optional. H—hardtop with rollup windows. C—convertible with rollup windows. Sometimes both are available. Either one of these I consider to provide ample weather protection. Sidecurtains—SC—which is what you will find on most sports cars, will not provide what is generally termed an air-tight seal. However, with proper bending and adjusting rain will be kept out and some heat kept in. But the curtains do have a tendency to fog in rainy weather.

ROADABILITY: I construe as to mean how well the car will hold the road under varying conditions. The ratings are set up with the outright competition models as having the top figure of 5 while the average American car would have a bottom rating of one. Naturally, among those cars having a rating of three some will hold the road a bit better than others, but a reasonably good idea of the car's handling qualities can be gained by comparing it to other makes.

RELIABILITY: Here I consider how long a car will operate under normal conditions without giving an undue amount of trouble, and the availability of parts and service. Again 5 is the best possible and 1 the worst. I feel that any car with a rating of 2 or less should not be considered as an only car. In this country I would rate a Ford or Chevvy as 4, which doesn't necessarily mean that it will run longer than a 3 rated foreign job with less trouble, but that parts and service are more apt to be available.

PRICE: These, to the best of my available information, are the delivered prices at an east coast port of entry.

DIST. OR AGENT: On the off chance that there isn't a foreign car dealer near you this is the place to write for more information.

I desire to give some idea of luggage space, since it is an important factor to most automobile buyers, but it seems that any chart method is misleading. The old business of giving luggage space in terms of cubic feet is a poor indication at best. Or have you ever tried to fit a 2 cubic foot suitcase into a 4 cubic foot space with a triangular cross section? The number of people a car will accommodate for a weekend depends on how they pack. The truth of the matter is that by packing carefully and selecting cases with equal care a great deal, in fact a surprising amount, of gear may be stowed in most of these cars. If you feel that no imported car is going to provide you with the space you require look at the Volkswagen Kombie: a midget 8 passenger bus that is economical and great fun to drive.

A word of caution to rally-goers, the VW and the Porsche do not indicate anything less than a full mile on their odometers. And if rough back roads are used in your area for events watch out for too little ground clearance on the Austin Healey, otherwise one of the best buys.

If you have one or two youngsters and would like a medium-priced sports car, take a look at the Porsche Speedster. More money will buy the new 2-3 Jag coupe.

Those of you seeking Economy cars would do well to at least consider the VW and Morris Minor, the latter also produces a station wagon of small size.

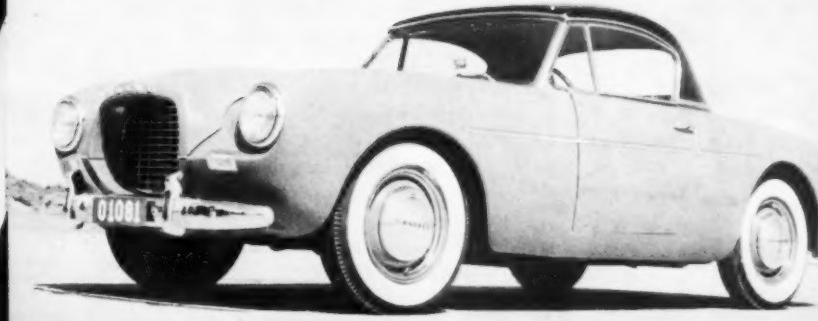
Competition-minded addicts look out for the Mercedes 190SL in class E production. Austin Healey and Jaguar MC along with the new MG should continue to do well in their respective classes. An interesting question to be answered is between the new MG and the Porsche Speedster in Class F production.

When you've decided which car you want, I hope you find it the best car you ever owned.



70





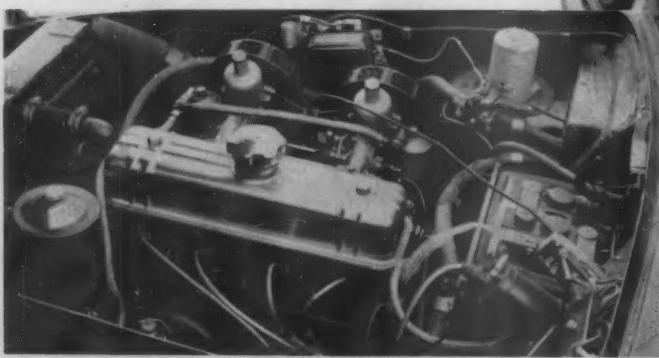
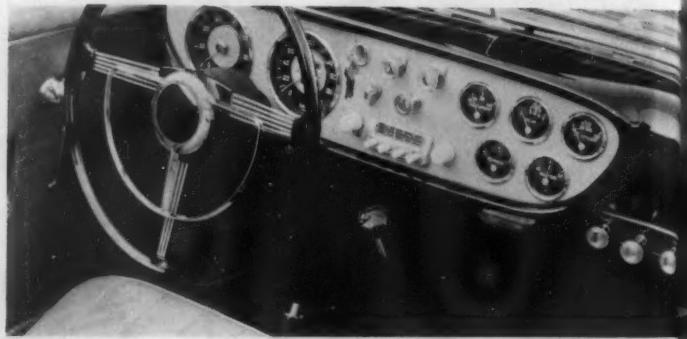
olvo

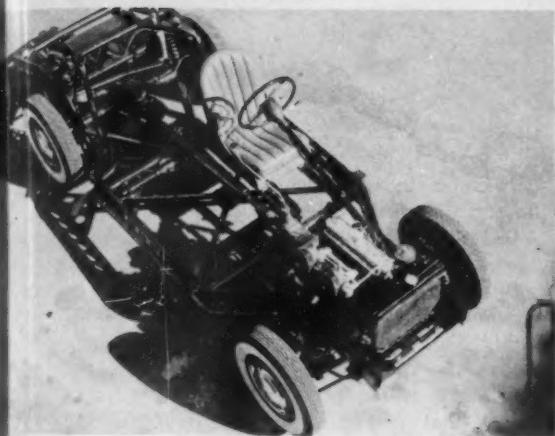
BY FRED H. BAER

THE souped-up version of the Swedish VOLVO car, to be made on a quantity basis at the Goeteborg factory, is the first European car to have a plastic body fitted in series production. Reaching just under the 100 mph. mark, the 1,870-lb. car with a 70 hp. 1 $\frac{1}{4}$ liter powerplant is expected to become a best seller, due to sportive performance, relatively low price, and the traditional longevity of engine and chassis.

The Aktiebolaget VOLVO, Sweden's top automobile factory, which turns out trucks and one type of passenger car—the PV 444—plans to build one sports car per day beginning this fall. While the overall design decision is final, details may be changed, the factory says, just as the price of 20,000 Swedish crowns (about \$5,000 when

Volvo / *the little fox*





1. Double type rails with X-members and 5 tubular crossbars add up to rigidity.
2. Complete instrumentation, visible in spite of hand position.
3. The engine compartment although crowded, is clearly accessible to the driver—mechanic.
4. The plastic body made of artificial resins, and glass fibers as inner layers is a synthesis between American and Italian automobile stylings.

4

using the official rate of exchange as the basis) is only a ceiling price estimate.

The basic "PV-444" was created in 1950. A mono-built chassis/body construction provided relatively low weight. The 4 cylinder engine of 44 hp. output, as a weight of about 1,900 lbs. made for a hp. weight ratio of 43 lbs. per hp. Thus a lively performance topped by an 85 mph. speed is considered very good for a 1,500 cc. engine.

Coil springs both at front (independent wishbone suspension) and at rear (straight axle) do the utmost for comfort, and the large-volume 5.90 x 15 tires for additional shock absorption.

On the engine side, a robust and long-lived OHV engine, operating on a compression ratio of 6.5:1, turns out at 4,000 rpm. maximally 44 hp., with maximum torque in the 2,200 rpm. range. The sports version now in the final stage of testing and readying for limited "mass" production uses the same power plant. But here the changes pour in:

A steep-lobe camshaft, larger intake valves, stronger valve springs, and compression ratio to 7.8:1, with two SU-type carburetors fitted to a new large-diameter intake manifold raise engine performance figures in three ways. First the rpm. range is increased from the stock 4,000 rpm. limit to 6,000 rpm. The resultant hp. is listed at 70, and the maximum torque range is now 3,500 instead of the stock model's 2,000 rpm.

The transmission gearing hasn't been changed and neither did the rear end ratio experience any change. With the same sized wheels (tubeless tires are used for greater safety and decreased unsprung weight), 155 kilometers per hour are reached, or exactly 96.875 mph.

This increase in speed is not only derived from the greater engine output. The sharply decreased weight comes from the new frame and from the new plastic body. The frame is a double pipe frame of 2 inches diameter (per pipe), the longitudinal frame sections extending to the tires' center line. This provides a very wide seating space, divided in the middle by the high torque shaft hump.

The plastic body was, as a prototype, manufactured in the United States, and shipped to Sweden. Volvo, in planning to establish a small plastic body craftshop on its factory premises, is to establish the first European plastics body shop. A special feature of this body is the roof. To enjoy both roadster driving and yet have sufficient protection in the long and cold Scandinavian winters, a detachable plastic top with wide rear window is planned.

In its announcement of the new model, the Volvo Company pointed out that tests are under way to color the plastic material for an everlasting finish. So far, glass fibers show through the plastic coating, but in time, Volvo hopes, the present surface painting will cease.

Sporting a hp. weight ratio of 21.71 lbs. per hp., the car comes close to American ratios. This should be represented in good acceleration (no data available as yet), especially with a specific output of 0.764 hp. per cubic inch piston displacement.

The few years of production of the stock "PV-444" have gained the Volvo good sales, and Sweden—the traditional land of steel—a very good automotive name (in the smaller production field). The Volvo sport will now without doubt try to establish and to prove its abilities in sports events. It should do quite well.

—★—

WITH their annual hill climb a 'well-established feature on the Southern California sports car calendar and plans for an invitational week-end of motoring sport at the resort town of Borrego Springs well under way, the Singer Owners' Club in Los Angeles has again come up with something unique in their "May Day Meander" Rally.

The uniqueness does not lie in the rally itself—it's a straight navigational run—but rather it is the original method of presenting instructions that makes it worthy of note.

Arriving at the starting point in North Hollywood, each entrant received a slender, spiral bound book. In it were photographs identifying all turns and check points to be encountered on the rally. Each photograph was numbered and showed landmarks and terrain exactly as they would be seen from a moving car.

These pictures, along with the average speeds and appropriate notes of caution that appeared beneath them, were all the instructions the competitors received before starting the trek, which wound them through the scenic foot hill country surrounding the Los Angeles basin.

Due to the novelty factor in presenting the instructions, the course was laid out only on main highways and thoroughfares. After the run, however, Leon Miller, rally originator and operator of a photography shop, announced that the response to this attempt was so favorable that next time there would be no compensation for this unique innovation.

A second feature, long in use by this club in their rallies, was the splitting of contestants into A and B classes, the B competitors being those that had never won a rally of any kind.

Final results were: Class A: (1) Bob and Naomi Burns, Austin; (2) Hal and Rosemary Landaker, Singer; (3) (a two-way tie) Chuck Eastman and Son, Austin-Healey; Maurice Heck, Singer. Class B: (1) Bob Buckisch, Porsche; (2) Foy Doyle, MG; (3) Ed and Mary Meyers, Singer.

—☆—

mayday

Start of the rally finds some contestants studying the course, others just confused.





Coming in to a photographic checkpoint
this non-rally car gets critical timing.



The kickoff point with a completely
miscellaneous collection of cars.

y meander



Photos by Leon Miller

OCTOBER '55

review of events

Photos by Irv Dolin

OFFICIAL RESULTS BEVERLY NATIONAL SPORTS CAR RACES BEVERLY, MASS., JULY 4, 1955

A crowd of 25,000 persons watched Phil Hill of Santa Monica, California, win the Beverly Cup Race, feature event of the Beverly National Sports Car Races staged by the Sports Car Club of America at Beverly Airport, Beverly, Massachusetts, on July 4th. Driving a new 3-liter Monza Ferrari owned by George Tilp of Short Hills, N. J., the California ace scored an impressive victory over Jim Kimberly of Chicago. Complete results of all races follow:

FIRST RACE—The Danvers Trophy Race—12 Laps; 31 Miles. Production and Modified Cars, Class G; Production Cars, Class F, and Modified Cars, Class H.

Overall		
Pos.	Car	Driver
1	107 Lotus Mk. IX	Len Bastrup
2	66 V. W. Special	"Pup" Pupillidi
3	81 Porsche Spdstr.	Ben Soderstrom

Class F Production

Pos.	Car	Driver
1	81 Porsche Spdstr.	Ben Soderstrom
2	20 Porsche	Chandler Lawrence
3	119 Porsche	Sam Rogers, Jr.

Class G Production

Pos.	Car	Driver
1	46 MG TC	George Valentine
2	27 MG TD	Gus Ehrman
3	83 MG Mk. II	Charles Rutan

Class G Modified		
Pos.	Car	Driver
1	107 Lotus Mk. IX	Len Bastrup
2	66 V. W. Special	E. Pupillidi
3	94 Denzel	Richard Toland

SECOND RACE—The Witch City Trophy Race—18 Laps; 46.8 Miles. Production Cars, Classes C, D and E.

Overall

Pos.	Car	Driver
1	90 Jaguar XK-140MC	Charles Wallace
2	22 Mercedes 300SL	Art Simmons
3	127 Jaguar XK-140MC	Dick Thompson

Class C Production

Pos.	Car	Driver
1	90 Jaguar XK-140MC	Charles Wallace
2	127 Jaguar XK-140MC	Dick Thompson
3	92 Jaguar XK-120M	Richard Perrin

Class D Production

Pos.	Car	Driver
1	22 Mercedes 300SL	Art Simmons
2	85 Austin-Healey 100	Bill Kincheloe
3	56 Aston-Martin	John Clapp, Jr.

Class E Production

Pos.	Car	Driver
1	52 Morgan TR2	Gaston Andrey
2	31 Morgan TR2	Mike Rothschild



Sun-hatted enthusiast watches Phil Hill speed by.

THIRD RACE—The Tea Party Trophy Race—20 Laps; 52 Miles. Unrestricted Category Cars and Modified Sports Category Cars, Classes B, C, D, E and F.

Overall		
Pos.	Car	Driver
1	3 Ferrari Monza	Phil Hill
2	5 Ferrari 4.5	Jim Kimberly
3	21 Maserati	Bill Lloyd

Class F Modified

Pos.	Car	Driver
1	28 Pooper	Gordon Lipe
2	33 Porsche 550	Bill Procter

Class F Modified

Pos.	Car	Driver
1	10 Allard J2X	Pres Gray
2	7 Maserati	Phil Cade
3	141 Cooper	R. D. H. Keith

FOURTH RACE—The Gloucesterman's Trophy Race—15 Laps; 39 Miles. Production Sports Cars, Classes F and G.

Overall and Class F Production		
Pos.	Car	Driver
1	81 Porsche Spdstr.	Lake Underwood
2	20 Porsche	Chandler Lawrence
3	109 Porsche Spdstr.	Sherwood Johnston

Class G Production

Pos.	Car	Driver
1	46 MG TC	George Valentine
2	70 MG TF	Bill Long
3	57 MG TF	Sidney Miller, III

FIFTH RACE—The Clippership Trophy Race—30 Laps; 78 Miles. Production Sports Cars; Classes D and E Modified Sports; Classes F, G and H.

Overall		
Pos.	Car	Driver
1	28 Pooper	Gordon Lipe
2	33 Porsche 550	Bill Procter
3	107 Lotus Mk. IX	Len Bastrup

Class D Production

Pos.	Car	Driver
1	99 Austin-Healey	R. G. Whitson
2	30 Austin-Healey	Frank Pohanka
3	144 Austin-Healey	Chas. Andrews, III

Class E Production

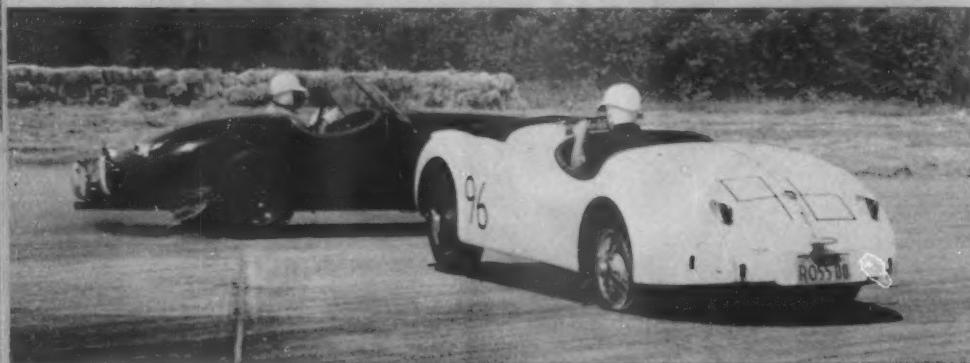
Pos.	Car	Driver
1	52 Morgan TR-2	Gaston Andrey
2	31 Morgan TR-2	Mike Rothschild

Class F Modified

Pos.	Car	Driver
1	28 Pooper	Gordon Lipe
2	33 Porsche 550	Bill Procter
3	171 Porsche SS	Warren James

Class G Modified

Pos.	Car	Driver
1	107 Lotus Mk. IX	Len Bastrup
2	94 Denzel	Richard Toland
3	89 Sista	Benny Diaz



Bob Grossman backs off circuit with a burst tire.

(Continued on page 64)



By BARBARA HENDLEY

THE influence of sports over clothes has long been known to the fashion world. Try to name a sport for which you cannot buy a costume. Let's see. Marbles, maybe?

It goes further than that. These typical clothes, long accepted as the classical thing to wear for such and such a sport become news when they serve double purposes and enter our everyday lives.

Designed FOR SPORT

Bonnie Cashin is especially interested in designing clothes for the woman, typical of many of today's Americans, who leads a busy, diversified life. She is today's woman—full of activities and interests, creating a new type of living and her own brand of glamour.

Among the coats Miss Cashin has recently designed and which sell under the label "A Bonnie Cashin design for Mr. Sigg" is an alpaca lined coat with kangaroo pockets directly in front for keeping hands really warm. It also has a collar which can be turned so high only your eyes can be seen. Perfect for a sports car passenger.

In the collection she has designed for Philip Sills are beautiful bulky ribbed wools meant for winter sports.

In fact, she has designed many clothes for sports fans. These are not only pretty to look at, but completely wearable and useful. Her ski lift jacket is lined in alpaca with a knitted undercuff at the wrist, deep pockets and a heavy knit collar which doubles for a hood.

Pictured here is a textured bulky wool sweater with a collar which can be turned up as a muffler or be used as a hood. The suede skirt, with its beautiful detailing, is accented by two huge zipper pockets.

The "about-town-and country" two-piece suit is a combination of two luxurious fabrics. The jacket is kidskin with below-the-belt welt seaming that shapes pockets. It is trimmed with white pearl buttons. The razor slim skirt is of Forstmann's camel's hair.

with the clubs

THE Lavender Hill Mob Racing Association and the Washington Region of the Sports Car Club of America has had another, and most successful, bash on the Mob's recently completed Marlboro Course. This time complete with Coopers, both Formula III and Jackie, a C-type Jag, AC Ace and such. The organization looks well on its way to making a going thing out of the new course and is planning at this writing to lengthen it to about two miles for next season. The results follow:

FIRST RACE—Novice, All Classes: 1. Jag. XK 120, Gerald Lehrer; 2. T-Bird, Robert B. Mouat; 3. TR-2, Mark Velvet; 4. MG 1500, Robert J. Haas; 5. MG TF 1500, Arthur Tweedale; 6. Kaiser-Darrin, Arthur Kluth; 7. Mercedes-Benz 300SL, Byron Roudabush; 8. MG TD Super, Richard M. Lord; 9. MG TF 1500, Wm. F. Mongan; 10. MG TD, Jos. E. Sardo, III; 11. T-Bird, Robt. J. McCallum.

SECOND RACE—Class F & G, Production: 1. MG TF 1500, Steve Spitzer; 2. MG TF 1500, Nick Ryder; 3. MG TF 1500, Joe Herson; 4. MG 1500, M. A. Cappiello; 5. MG TF, Wm. Long; 6. MG TF 1500, Robt. J. Haas; 7. MG TF 1500, Rudolph (Foxy) Carter; 8. MG TF 1500, Arthur Tweedale; 9. MG TF 1500, Leech Cracraft; 10. MG Mark 2-TD, Neil Watson; 11. MG TF 1500, Fred Windridge; 12. MG TF 1500, Dick Nash; 13. MG MK2 TD, Thomas L. Willimon; 14. MG TD, Fred Reynolds; 15. MG 1500, Paul Norair; 16. MG TF 1500, Wm. W. Edwards; 17. MG TF 1500, Wm. T. Mongan; 18. MG TD, Jas. M. Hibbard.

THIRD RACE—Modified, All Classes: 1. Jag-C, M. R. J. Wyllie; 2. Cooper 500 cc., Harry P. Whitney; 3. Cooper 500 cc., Lex Du Pont; 4. Lester MG, Duncan Black; 5. Austin H. 100S, Jackie Cooper; 6. Willys MG, Ralph Snavely; 7. MG TD Super, Robt. Lautz; 8. MG TD Super, Richard M. Lord; 9. Renault "1064" 748 cc. Mod., Steven Quigley; 10. Cooper 500 cc., Form. III, Harry Beck.

FOURTH RACE—Under 3 Liters, Production: 1. Austin H. 100, Bill P. Kincheloe; 2. Austin H. 100, Harold G. Kunz; 3. Triumph TR 2, Roland McConkey; 4. Morgan + 4, Michel Rothschild; 5. Triumph TR 2, Maurice Ashley; 6. AC Ace, Joe Bojalad; 7. Austin H. 100, Robt. L. Hathaway; 8. Austin H. 100, Keith H. Wilson; 9. MG TF 1500, Nick Ryder; 10. Austin H. 100, Allen Markelson; 11. MG TF 1500, Robt. J. Haas; 12. Triumph TR 2, Mark Velvet; 13. Austin H. 100, Jos. V. Sinnett; 14. MG TF 1500, Dick Nash; 15. MG TF 1500, Joe Herson; 16. Austin H. 100, Ralph H. Hillier; 17. MG TF 1500, Arthur Tweedale; 18. Mercedes 300SL, Byron Roudabush; 19. MG 1500, M. A. Cappiello; 20. MG TF 1500, Steve Spitzer; 21. MG 1500, Paul Norair; 22. Austin H. 100, Gerald Germuga; 23. MG TF,

Wm. Long; 24. MG TD MK 2, Thomas L. Willimon; 25. MG TD, Jas. M. Hibbard; 26. Austin H. 100, John H. Swanson.

FIFTH RACE—Class C, Production: 1. Jag. 140 MC, Richard K. Thompson; 2. Jag. 140 MC, Mrs. Margaret Wyllie; 3. Jag. XK 120, Robt. E. Paine; 4. T-Bird, Robt. Mouat; 5. Jag. XK 120, Chuck Jackson; 6. T-Bird, Robt. McCallum, Jr.; 7. Jag. XK 120, Gerald Lehrer; 8. Nash-Healey, Jos. Dressel.

SIXTH RACE—Up to 2 Liters Production and 1.5 Liters Modified: 1. Lester MG, Duncan Black; 2. Morgan + 4, Michel Rothschild; 3. Triumph TR 2, Maurice C. Ashley; 4. Triumph TR 2, Roland McConkey; 5. Triumph TR 2, Mark Velvet; 6. MG TF 1500, Robert Haas; 7. MG TF 1500, Leech Cracraft; 8. AC Ace, Joe Bojalad; 9. MG TF 1500, Nick Ryder; 10. MG TF 1500, Arthur Tweedale; 11. MG TF 1500, Dick Nash; 12. MG 1500, M. A. Cappiello; 13. MG TF, Wm. Long; 14. MG MK 2-TD, Neil Watson; 15. MG TF 1500, Wm. W. Edwards; 16. MG TD Super, Robt. Lautz; 17. MG TD Super, Richard Lord; 18. Renault "1064" 748 cc. Mod., Stephen Quigley; 19. MG TD, Fred Reynolds.

SEVENTH RACE—Formula III: 1. Cooper III 500 cc., Lex Du Pont; 2. Cooper III 500 cc., Harry Beck; 3. Cooper III 500 cc., Harry P. Whitney.

EIGHTH RACE—Over 2 Liters Production and 1.5 Liters Modified: 1. Mercedes 300 SL, Dick Thompson; 2. Jag-C, M. R. Wyllie; 3. Jag. 140 MC, Leech Cracraft; 4. Austin H. 100, Wm. Kincheloe; 5. Austin H. 100S, Jackie Cooper; 6. Nash Healey, Hap Dressel; 7. Austin H. 100, John H. Swanson; 8. Cooper 500 cc., Lex Du Pont; 9. Jag. XK 120, Chuck Jackson; 10. T-Bird, Robt. Mouat; 11. Cooper 500 cc., Harry Beck; 12. Austin H. 100, Robt. Hathaway; 13. Austin H. 100, Gerald Germuga; 14. Austin H. 100, Harold G. Kunz.

* * *

On the subject of racing, the Wisconsin Grand Prix went off without a hitch, too. The 200 entries and 12,000 spectators indicate that this is a most welcome do. The idea of a closed, completely controlled simulated road course seems to be catching on all over the country. For those of you who want to know who went fastest, here are the finishing positions:

ANNUAL WISCONSIN GRAND PRIX

FIRST RACE—Production, Under 1,500 cc.: 1. Fred Vetter, Porsche; 2. J. O'Connor, Porsche; 3. Ruth Levy, Porsche; 4. Gene Bussion, Porsche; 5. Harold Kuhn, Porsche; 6. Norman Patton, MG; 7. Frank Beich, MG; 8. Burdette Martin, Jr., MG; 9. Charles Christensen, MG; 10. Sue Christensen, V-W.

SECOND RACE—Production Cars, Over 1,500 cc.: 1. Ralph Miller, Jaguar; 2. Jim Jeffords, Jangaur; 3. Dr. B. W. Coan, Jaguar; 4. Howard Quick, Jaguar; 5. R. Magenheimer, Austin-Healey; 6. David Deuble, Jangaur; 7. Herman Behn, Austin-Healey; 8. Ed. Meredith, Austin-Healey; 9. Dan Fowler, Triumph, 10. Bus Guster, Triumph; 11. W. (Lefty) Dobbins, Austin-Healey; 12. Clyde Robbins, Dorette; 13. Fred Lawrence, Austin-Healey.

THIRD RACE—Vintage Sports and Racing Cars Prior to 1935: 1. Tom Friedmann, '33 Alfa-Romeo; 2. Tom Rosenberger, '28 Bugatti; 3. Bob Feind, '23 Lancia; 4. Dave Uihlein, '28 Alfa-Romeo; 5. Bob Gary, '29 Cord Roadster of B. Stevens (threw a tire).

FOUR RACE—Modified Sports Cars and Production Cars Under 1,500 cc.: 1. Frank Bott, OSCA; 2. Charles Dietrich, Lester MG; 3. Bob Ballenger, Porsche; 4. Paul Stewart, Porsche; 5. Walter Short, Porsche; 6. John Mays, Fiber Sport; 7. Fred Vetter, Porsche; 8. Sandy McArthur, Bandini "D"; 9. Norm Patton, MG; 10. Charles Torongo, Jr., MG; 11. Bill Wuesthoff, Volkswagen; 12. Bob Clark, MG; 13. Ken Bruns, Volkswagen; 14. Dick Sewell, Jupiter; 15. Ruth Levy, Porsche; 16. George Van de Sande, Porsche.

FIFTH RACE—30 Laps, Modified and Production, Over 1,500 cc. Class B Modified: 1. Loyal Katzke, Jaguar; 2. H. Woodworth, Cad. Allard; 3. Chris Tanida, Jaguar; 4. A. Rosenberger, Nash-Healey; 5. Fred Sherer, Ford-Thunderbird, Class C; 1. Jim Jeffords, Jaguar; 2. Dr. Coan, Jaguar; 3. Thru Kisher, Jaguar; 4. D. Deuble, Jaguar; 5. H. Quick, Jaguar. **Class D:** 1. Karl Kopplin, Austin-Healey; 2. John Shakespeare, Ferrari; 3. Carl Koefler, Austin-Healey. **Class D Production:** 1. Bob Magenheimer, Austin-Healey; 2. W. (Lefty) Dobbins, Austin-Healey; 3. Fred Lawrence, Austin-Healey. **Class E Modified:** 1. Tom Friedmann, Maserati; 2. Frank Bott, OSCA; 3. Bob Tappan, Ferrari; 4. Ralph Luchs, Arnolt-Bristol; 5. Virginia Schleicher, MG.

SUMMARY—Tom Friedmann, winning Feature, Overall, Class E and E Modified, and Vintage. Fred Vetter, F and F Production. Loyal Katzke, B and C Modified. Norm Patton, G and G Production. Ralph Miller, C; R. Magenheimer, D; Dan Fowler, E Production. Bott, F Production. John Mays, H Modified. Jim Jeffords, Modified and Production. Karl Kopplin, D Modified and Production. Bob Magenheimer, D Production.

* * *

The Rio Grande region of the SCCA is planning a regional race for Sunday, October 9, at Fort Sumner, New Mexico. The course is to be over a former service airport that is now city owned. The gathering will feature, among other things, individual pit space in the hangars that will be under guard twenty-four hours a day. Everyone is invited to the annual Beef Barbecue that will be free to all sports car owners.

—★—



on the west coast



DOUBLE, double, toil and trouble. The inter-club cauldron continued to boil and bubble. And the sports car racing war between the California Sports Car Club and the Sports Car Club of America rolls on, full of sound and fury.

For a fleeting, reckless moment it looked as though the grousing about who should license whom might actually come to a peaceful conclusion. We should live so long, already. The faint glimmer flared up when a letter from Ken Miles, CSCC presy, to Phil Curry of the SCCA was made public. Contents regarded revisions in the CSCC licensing procedure, making them similar in intent to that of the SCCA. Curry announced that the items were all acceptable except the one which stated that drivers already licensed by the CSCC would not have to take further exams. This the SCCA wouldn't go along with and the matter smouldered for a couple of fortnights or so.

Then Ernie McAfee, who had resigned as SCCA activities chairman because of what he called the inter-club "bickering," charged back into the fray and made a sincere plea that the clubs get their heads together and come up with some rules that would make everybody happy. Curry agreed to meet the Sports Car Council, but implied that he would have a copy of National SCCA rules tucked under his arm and the other clubs could like them or lump them.

Only bright spot in the whole jolly inter-club mess was the action of the Tri-Counties MG Club, who voluntarily postponed their annual hill climb to help support the race for charity at Hansen Dam. This rates a stout "good show," since it's the only gesture of its kind to date. A few more of them and the embattled enthusiasts can tuck away their Blue Cross cards.

* * *

The third running of the annual Lockheed Sports Car Club 24-Hour Rally has now been somewhat wearily written into the pages of history with the team of Bob Smith-Bob Merrill being inscribed in a bold hand for bringing their Austin-Healey in first. And with an error of only 2 minutes 15 seconds for the whole affair.

This year's little junket covered some 700 miles of roads, much of it really quite jolly in a morbid sort of way, that took them through everything from mountains to desert to seashore before letting them fall on their collective, coffee-stained faces at Castaic Junction in the San Fernando Valley.

The remaining lads and lassies who carted home bric-a-brac for their efforts were James Wilson-Harry Cotrill, MG TD; Sam Ewing-Phyllis Ewing, MG TD; A. S. Long-Bob Patterson, VW; Howard Frank-Glenn Smith, Austin-

Healey; Jim Roe-Willard King, MG TD; Bill Friedauer-Charles Moreaux, VW; Gil Geer-George Bowdery, Porsche; Brian Gibby-Al Johnson, MG TD; Forrest Holmes-Fred Rosacker, Jaguar XK 120.

The first 21 cars, incidentally, all had less than a ten minute error.

* * *

Like surprises? Then you ought to get your glees by taking a look at what sports car aficionados give as reasons for buying the little bombos. Listed in the order most mentioned—

1. Superior performance.
2. Safety.
3. Better and easier handling.
4. Better engineering.
5. Finer workmanship.
6. Cleaner styling and design.
7. Smaller size.
8. Economy of operation.

Think you've had your surprises for today? Then what do you think the Detroit boys have had? Out of the eight major reasons listed, six of them would seem to indicate that there's a large body of individuals who don't necessarily agree that the Detroiters put out the best of all possible cars.

And it is devoutly to be hoped that these laddies take heed to those who don't go along with the theory that cars can be made safer by making them longer, or making them wider, or hanging forty pounds of power gadgets on them.

The poll was taken throughout the United States for the Standard-Triumph Motor Company by Standard Public Relations, Inc.

The poll showed that nearly fifty percent of those questioned had owned other sports cars and hung on to them much longer than do owners of Detroit's buggies. Some had run the same car five, ten and even up to fifteen years.

* * *

With only five days' advance notice, the Singer Owners' Club pulled off one of the best tricks of the year by producing a full blown concours d'elegance at the Sun Valley Sportsman Show.

Only point of dissension, and that a friendly one, popped up when officials couldn't agree on whether to give the premier award to R. Kountz' 1927 Bugatti Type 38 or the Cadillac Tulip Roadster owned by L. Rooz.

Upshot was that the judges nodded favorably to the Bugatti and the show officials made Rooz the recipient of their special award trophy for the Best Car in Show.

Roughness of the competition was attested by the fact that several of the 44 entrants were winners from previous concours, yet went home hardwareless.

—☆—

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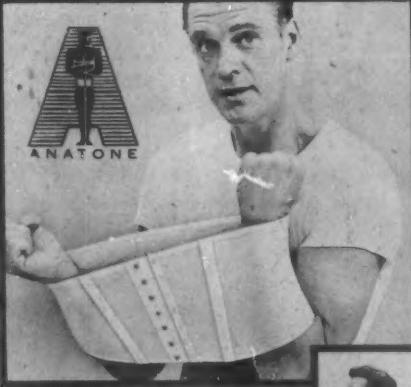
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LASALLE Extension University, 417 So. Dearborn St., A Correspondence Institution Dept. L-113 Chicago 5, Ill.

Automotive engineers have done it. Maybe you can too, provided all the factors are perfect. How-

Shoppers' Showcase

A dinner tray, ladies' vanity, auto secretary, auto bar—to mention but a few of its uses—has finally been made available to car owners. Called the Auto-Wonder, it is solidly constructed, handsomely finished in steel. Gliding out on a quiet track, it may be shoved back under the dash when not in service. Fitting all cars, it is easily installed in a few minutes with universal mounting brackets. As a dinner tray, it pulls out for dining. As a vanity, a touch



Editorial remarks concerning the lack of a really fine and efficient chrome cleaner, a vital necessity with the growing expanse of chromium-plated metal on today's cars, brought forth the receipt of two tubes of a chrome polish manufactured in the Western Zone of Germany. The letter that accompanied the two tubes stated that if we did not find this polish the very best we had tried to return that unused portion and the distributor would eat it! We did not return any of the polish since we discovered that Simichrompoli is the best cleaner and polisher of chrome metal that we have yet had a chance to use. The



of the automatic glare-proof light illuminates one's face. Under a big mirror is plenty of room for cosmetics. As a secretary, it is sturdy as a desk for writing notes or checking maps. It holds pencils, pens, sunglasses and other items. It holds four beverage glasses, a pint container and bar accessories when used as a bar.

National Products Co., Inc., 109 S. Fifth St., Gadsden, Ala. \$12.95.

* * *

Worn and faded leather, plastic, or canvas now can be restored to its original beauty through application of easily-applied RamCote, a new flexible paint. Its wide variety of uses, includes kitchen chairs, handbags, shoes, baby buggies, furniture, folding doors, luggage, car and boat upholstery, panels, cushions, gun cases, golf bags, wall covering, bar trim, booths—just about anything needing touching up. It takes only a few strokes of a brush to renew the finish on leather or plastic items with a cover so

polish, in paste form, is applied with a rag, allowed to dry and then rubbed off. The result is a gleaming surface which brings out a blue tint in the chrome. Containing a certain proportion of wax, the surface is protected against the elements, and even after several weeks a dry cloth will bring back a gleaming finish.

Competition Chemicals, 404 Washington Avenue, Iowa Falls, Iowa.

* * *

A lightweight lounge chair that's simple to carry in a car is now on the market, ready in a few seconds for use on the golf



thin that the original grain is preserved. Fast-drying, fadeproof, it will not chip or peel. It is available in four-ounce, pint, quart and gallon containers in nine colors, while any desired shade may be achieved by mixing. Two items are offered, RamCote Leather Finish and RamCote Plastic Finish.

RamCote Products, 1141 W. 69th St., Chicago 21, Illinois.

course, beach, picnic or wherever you want to recline. It opens and closes in a jiffy and weighs only five pounds. When folded it measures 2 1/2 x 6 x 26 inches. The frame is of polished aluminum, with two seating adjustments. The seat is of water repellent duck, in red or green. A carrying case is made of reinforced plastic material. A de luxe model is available with a heavy-duty woven saran seat, in a plaid design, while the case has a zipper and adjustable strap.

Leisure Industries, 96-09 Metropolitan Ave., Forest Hills 75, N. Y. \$10.50 and \$12.50 (for de luxe model), plus 50 cents postage, \$1 west of the Mississippi.

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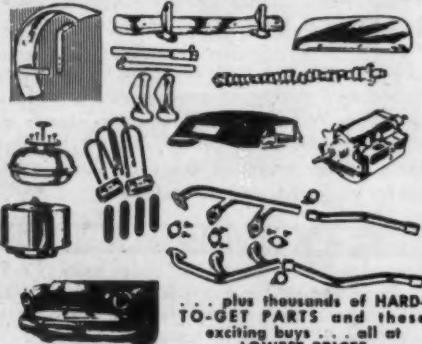
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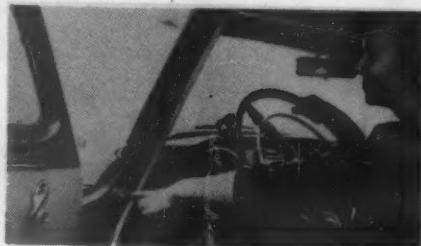
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Deactivator, Inc., P. O. Box 232, Anderson, S. C. 49 cents.

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Zenick Products Co., Inc., P. O. Box 2461, Terminal Annex, Los Angeles 54, Calif. \$3.95.



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shop talk

AUTOMOBILE electrical equipment is generally the least thought of and at the same time one of the most valuable groups of components included in the functioning of an engine. The parts (with the possible exception of the plugs and points) usually get little attention until they balk and then generally at the most inopportune times.

From a competition standpoint, either racing or rallying, the functioning of the entire system can make the difference between winning and losing.

To begin with the generator is rarely serviced at all. The commutator and brushes are not, in spite of the fact that the general attitude toward them would indicate, perpetual components. The generator, ventilated at the front, will constantly pick up dust and dirt from the air stream, and this will gradually build up on the bars. These should be cleaned periodically by holding a block of wood wrapped in fine sandpaper against the commutator while the generator is rotating. While polishing the bars, be sure to move the block back and forth longitudinally to keep from grooving the copper.

The mica separators between the bars should be checked too and if the copper has been worn down to their level or below, they should be cut back to the proper depth, usually about 1/16th of an inch.

The brushes should be replaced from time to time. When they wear down to about three quarters of their original depth. At the same time it's a good idea to test the tension of the brush springs, and adjust them to the proper pull. Most important when cleaning or smoothing any of the car's electrical components *don't* use emery. Emery, in either cloth or board forms, is still a metallic compound, and the dust is quite capable of shorting out the components.

The point contact gap and armature air gaps should be checked and adjusted from time to time in the voltage regulator. In a race, the combined engine heat and too high a rate of charge can ruin both the battery and the generator, if the unit isn't functioning properly. In actual fact, the mechanics of adjusting the regulator are a whale of a lot simpler than tracing its function. Most sports car owner's manuals give details on the maintenance of the unit. There isn't any excuse for not giving it periodic attention.

The other component that can make the difference between just a little go and a whole lot, is the distributor. This gadget has to be right, and that involves more than

just the contact points. In the first place, few of them come from the factory with mathematically true faces on the cam. This can usually only be determined and corrected by putting the distributor on a scope and checking the degrees at which firing actually takes place. This can be brought to the true angle by reshaping the faces. While you're using the scope you can determine the rpm. at which the points begin to flutter, and get ragged. This can usually be brought under control by bending the contact spring and should be adjusted so that the firing is clean to the top rpm. range of the engine.

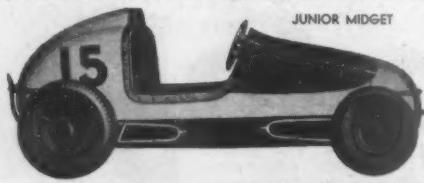
The advance curve can be checked too, and if the flyweights are sticking, or if the springs are too soft (or stiff), the pattern can be changed to a more satisfactory one by distorting the springs or, better yet, by replacing them with springs of the proper tension.

A thorough checking of the high tension cables and contacts is also in order. A slight leak of electricity at this point can negate all the work done otherwise. In fact, it's a good idea to shellac the wiring, or coat it with one of the plastic waterproofers. If you plan to use the car hard and if it's going to be raced, this is a must. Be sure the contacts are all clean first and that any star washers in the system actually bite into the metal and don't just lie against the paint.

The spark plugs, always a handy field for experimentation, have been covered in so many articles and so many different ways, that you'll have to do your own field work, for your own particular engine and the event you plan to compete in. It's worth repeating that dirt or oil on the outside of a plug can form a better conductor than the central electrode, and you may spill a lot of current around the outside of the plug instead of into the combustion chamber.

As far as specialized use of the car is concerned, the addition of lights, or special rally equipment may make resetting of the regulator necessary. The battery should be filled at every opportunity, and an eye kept on the ammeter for developing troubles. If the regulator shows a high charge too constantly, the circuits should be checked for shorts or loose connections and the regulator tested to be certain that it is properly adjusted.

And in racing, if the battery is high, you might try removing the generator brushes for short events. You should have plenty of juice in a fully charged battery to see you through most of the sprint races in the United States. You can give up more horsepower than you'd imagine in the generator.

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the Schedule

SCCA

- Sept. 16 Steel Cities, Watkins Glenn Rally.
Sept. 17 N.Y., Race, Watkins Glen.
Sept. 17 Oklahoma, 2nd Ann'l Sept. Spring Straightener Rally.
Sept. 17 Alabama, Vulcan Drivers School.
Sept. 18 Atlanta, 2nd Tate Trials.
Sept. 18 Kansas City, Economy Rally.
Sept. 18 Nebraska, Match Races.
Sept. 18 Delta, Fall Rally.
Sept. 24 N. New Jersey, Rally and Concours D'elegance.
Sept. 24 Ottawa, Gymkhana.
Sept. 24 Milwaukee, Rally & Hillclimb.
Sept. 24-25 Sowega, Overnight Rally.
Sept. 25 W. New York, 2nd Ann'l Economy Run.
Sept. 25 Madcap Gymkhana.
Sept. 25 Neohio, 2nd Rally School.
Sept. 25 Cent. Ill., 'Round Region Rally.
Sept. 25 Los Angeles, Santa Ana Drag Races.
Sept. 25 N.W. Ohio, Rally.
Sept. 25 Indianapolis, Acceleration meet.
Sept. 25 Tennessee, Tullahoma AF Road Trials.
Sept. 25 Kansas, Rally.

- Sept. 28-29-30 and Oct. 1 Colo. Rally, Continental Divide, Durango.
Oct. 1 W. New York, 5th Ann'l Fall Reliability Run to Warren, Pa.
Oct. 1 Ottawa, Rally de Gatineau.
Oct. 1 Milwaukee, Maquoketa Rally & Hillclimb.
Oct. 1 San Francisco, Races.
Oct. 2 Washington, Time Trials.
Oct. 2 South, N. Y., Relaxed Rally.
Oct. 2 Cent. N. Y., Special Event.
Oct. 2 Charleston, Races, Wallerboro, S.C.
Oct. 8 Nebraska, Midnight Madness Rally.
Oct. 8 N. E. Penn., Gymkhana.
Oct. 9 Los Angeles, Willow Springs Races.
Oct. 9 Delta, Trials (Eng. Type).
Oct. 9 Northwest, Rally, Seattle.
Oct. 9 N. Mex., Races, Ft. Sumner.
Oct. 15 St. Louis, Overnight Rally in Ozarks.

International (FIA) Calendar

- Sept. 17 Tourist Trophy Race, Great Britain.
Sept. 25 Modena Grand Prix, Italy.
Sept. 25 Berlin Grand Prix, Germany.
Sept. 25 Karlsruhe Races, Switzerland.

review of events

(Continued from page 56)

Class H Modified

1	74	PBX	Candler Poole, Jr.
2	4	Bandini	Dolph Vilardi
3	103	Saita	Bill Weldon

SIXTH RACE—The Beverly Trophy Race—40 Laps, 104 Miles. Production Sports Cars, Class C; Modified Sports Cars, Classes B, C, D and E.

Overall

Pos.	No.	Car	Driver
1	3	Ferrari Monza	Phil Hill
2	5	Ferrari 4.5	Jim Kimberly
3	14	Ferrari 4.5	Duncan Black

Class Production

1	90	Jaguar XK-140MC	Charles Wallace
2	127	Jaguar XK-140MC	Dick Thompson
3	92	Jaguar XK-120M	Dick Perrin

Class B Modified

1	118	Jaguar Special	John Sinclair
2	18	Cunningham C4R	Charles Moran, Jr.

Class C Modified

1	5	Ferrari 4.5	Jim Kimberly
2	14	Ferrari 4.5	Duncan Black
3	48	Allard-Olds	Ray Saide

Class D Modified

1	3	Ferrari Monza	Phil Hill
2	1	Maserati	Bill Lloyd
3	1	Maserati	Bill Spear



Hill in the Ferrari Monza.

Class E Modified

1	53	Ferrari	Jim Pauley
2	125	Frazer-Nash	Bill Wonder
3	153	Arnolt-Bristol	Charles Rutan

WINNERS—CONCOURS D'ELEGANCE—Held in connection with the Beverly National Sports Car Races on Sunday, July 3, 1955.

Sports Class

Pos.	Pts.	Car	Owner
1	33	MG TC	Oliver Mosses
2	28 1/2	Allard J2X	Preston Gray
3	28	Jaguar XK-120	Clement Bernard
4	27 1/2	MG TD	Charles B. McCue
5	25	Jaguar XK-120	Bob Phillips

Touring Class

1	29 1/2	Renault	Edgar L. Roy
2	28 1/2	Volkswagen	Clement Bernard
3	25 1/2	Jaguar Mk. VII	D. S. Edwards, Jr.
4	25	Saita	Paul R. Blay
5	23	Porsche	H. Holloman

chain of command

(Continued from page 12)

The drivers are assembled with the cars on a try-out circuit where they experiment with the windscreens and seating positions. The cars are given a run through their paces and steering, brakes, and so forth adjusted to the drivers' requirements, and the engines are given a final tuning. The pit crews have an opportunity to practice their jobs and weeks before the race the whole organization is whipped into shape and functioning smoothly.

From here till race day the drivers go into training like other athletes. The team manager usually becomes pretty unpopular and all of the preparations made are re-checked countless times, until the cars are loaded onto the trailers for their trip to the circuit.

Here we arrive at the "kick-off" point for the race. The drivers and cars have a little time to get used to the feel of the course, and then the serious work, as painstaking as any battle strategy, comes into existence, and the team goes into action.

The first step is to determine the speeds that the cars are capable of. They make a few laps at maximum speed and a few at the speed that should carry them through the event with no difficulty. Here the intriguing gets hot and heavy, with the team manager trying not only to get figures on his own cars but to check on the opposition too. Mercedes, past masters at this sort of thing, had their competitors completely baffled one year at Le Mans by employing a time keeper around on the back stretch. The cars would loaf by the pits, with everyone starting their watches and continue to lug along until they approached the hidden clock, then they'd open up, make a maximum circuit to the back stretch and then loaf back past the pits. This threw off the other team captains completely, since the car was actually loafing for half a lap (or so it appeared at the pits) the times were ridiculously slow. Had they seen the figures taken from the other side of the course the whole race might have had a different complexion.

This may sound like enough precaution, but the counter intelligence went even further. The team drivers alternated in each other's cars and times on Kling might well have actually been on Ulinhaut trying out the car for tuning. But by the end of the day the Mercedes were furnished with times on almost everyone else and on their own cars and drivers. This is the ammunition necessary to engage successfully in team racing combat.

The times are carefully analyzed, and the fastest car-driver combination is designated the "point" man, the other two as second and third. Here the team captain's knowledge of the temperament and ability of his drivers is of utmost importance. The cars must be selected partially on the driver's known previous ability but at the same time the individual courses have to be taken into consideration. Quite often a particular corner will become something of a Jonah for one driver and will cut down a bit on his time, or another driver, who might normally be a bit more conservative than the rest of the team may take to a particular course like a duck to water and this psychological difference must be a part of the crew's selection.

Planning the race itself again will depend on several different factors. The length of the race, the speed of the circuit, and whether or not there will be time for a pit stop. In most of the sprint races, the cars will be given the same positions that they would try to occupy in a longer event, the main difference being that they will all maintain a higher pace in the shorter event. Normally

though, the cars will be controlled from the pits and drive entirely different types of races from start to finish.

In all actuality this has developed into almost a pattern that can well be followed from one team to another. There is the point car, whose duty it is to either lead the field at such a pace that the other fast machinery burns itself up trying to maintain the same speed, or harasses the other fast cars until they are forced to go too fast and thereby damage their mounts and be forced to retire. The second car in the team usually tries to occupy third or fourth position where, if the front running team mate has difficulty, the second car can take over the leader's duty and apply pressure from a relatively fresh machine. The third car, still farther back in the pack will try to maintain a position close enough to the other cars to be able to move up on direction, and at the same time keep the car in one piece.

In practice the team works under the direct control of the team captain at all times. The lead car tries to get away well ahead of the opposition, a happy chance that rarely is realized, but if the race is a long one, allowing pit stops for gasoline, it will probably be carrying just enough fuel to cover the minimum distance and count on the lighter weight to give it a speed advantage in the early stages of the race.

The second car will position itself so that, if possible, it can go into the lead, or at least apply pressure to the leaders when the point car pulls in for refueling, while the third man in the team will "coast," content with fifth or sixth spot for the time being.

If the lead car runs like a rabbit, the chances are that some of the opposition will blow up in the feverish early stages and sometimes can hold overall position during the first pit stop. Here, if the other cars have been correctly appraised by the team, the second car can begin to pour it on and the leaders will find themselves challenged by a relatively fresh car that can by then (with the reduction in weight effected by the use of part of its fuel supply) offer a rear threat. Here too, the third car is moved up a position or so to reinforce the now point running second man.

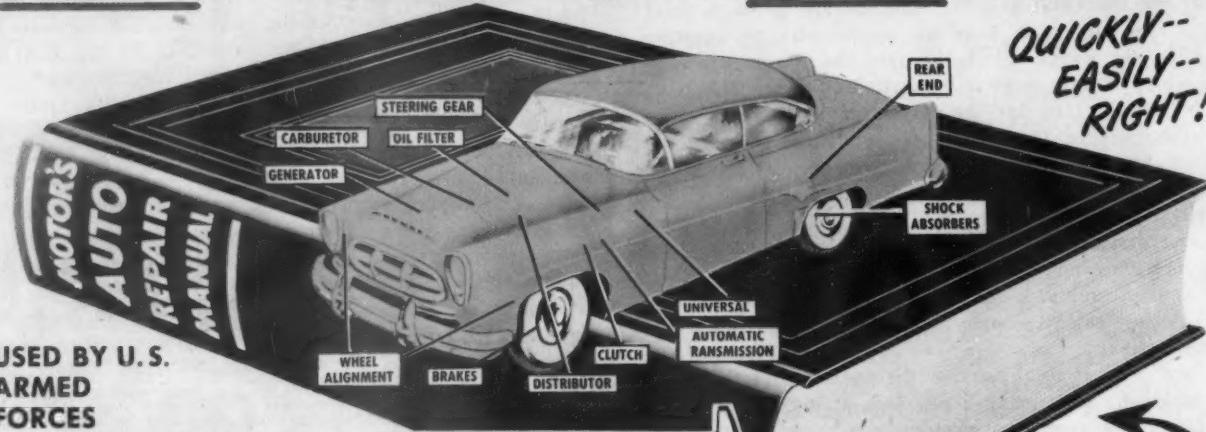
At this point, even if the leading car has lost a few positions during the pit stop, it is able to fall into the position previously occupied by the number three car, and too, if the engine was strained at all during the early part of the race, it will have a chance to motor without as much effort as the other cars. By now the pattern should have emerged, the second car (now leading) can come into the pits, while the third car, still the freshest, can or should, be able to move into the front and apply enough pressure to polish off what other equipment has managed to stave off the two previous challenges. The third car, can then make a stop, and the leapfrogging can continue, giving each car a bit of a breathing spell between all out motoring.

At this point, if the cars have managed to work their way into the first three positions, the discipline that is a must for successful competing drivers comes into play. The team will never be allowed to race among themselves and thereby endanger the team chances of winning. Each driver must be willing to accept the team captain's decision as to who will win, who will be second and who third.

This is the pattern to follow, and it is rarely varied in the more successful teams. In short, it makes an actuality out of the prevalent rumor that such strategists as Neubauer can say "run there," and the cars "run there!"



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